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New York, Friday, September 17, 1880.

The Canadian Pacific Railway.

When British Columbia was admitted into the Dominion of Canada, nine years ago, the leading condition upon which the union was based was an agreement, on the part of the Dominion Government, to construct a railway connecting the Pacific coast with the Eastern provinces. Since that time disputes between the Provincial Government and that of the Dominion, relative to its immediate construction and to the choice of routes, have been the cause of much local irritation and have greatly delayed the progress of the undertaking. Four years since, the Earl of Dufferin, as Governor-General of the Dominion, made a tour through British Columbia, and by his wise mediation succeeded in harmonizing conflicting interests and in bringing about a much better state of feeling; but it was reserved for the Dominion Premier, Sir John MacDonald, and the present government commissioners to put an end to sectional prejudices and to render inestimable service to their countrymen by insuring the immediate construction of the railway, and thus making the great question of the future of Canada no longer a debatable one.

The preliminary surveys have long been made and the route decided upon is familiar to most railroad men. Starting from Thunder Bay on the northwestern shore of Lake Superior, the first objective point is Rat Portage, or Keewatin, at the crossing of the Lake of the Woods; thence the line runs to Selkirk, on the Red River, twenty-three miles north of Winnipeg, the capital of Manitoba. It then spans Lake Manitoba and extends across the vast prairies of the northwest territory in a northwesterly direction to Northcote, at the northern end of the Duck Mountains; thence it takes a westward course through Brattleford and Edmonton, scales the Rocky Mountains at Yellow Head pass, follows the Thompson River and terminates at Burrard Inlet which is situated just north of the mouth of the Fraser River and possesses three fine harbors in English Bay, Coal Harbor and Port Moody, the latter being first reached from the interior. Near Port Moody is New Westminster, one of the most important towns of British Columbia. The distances from the Pacific to the Atlantic by the new route are as follows: by the Union Pacific road from San Francisco to New York via the Michigan Central, Great Western and New York Central, the distance is 3,363 miles; from New Westminster to Montreal by the Canadian Pacific and the line to Montreal by way of Ottawa, it is 2,730 miles—a difference in favor of the Canadian route of 633 miles. From New Westminster to New York by the Canadian Pacific, Michigan Central, and Grand Trunk, it is 3,251 miles, showing a difference in favor of the Canadian Pacific of 521 miles. From San Francisco to Boston by the most available route it is now 3,422 miles, but from New Westminster to Boston the distance will be reduced to 3,087 miles, a saving in distance of 335 miles, and, comparing distances between Portland and the Pacific coast by different roads, we find that the difference in favor of the Canadian route is 521 miles.

A great deal of work has already been expended upon the line from Thunder Bay to Selkirk—a distance of two hundred and twenty-eight miles—and two branch roads have been completed and in operation for some time. One of them extends from St. Vincent to Winnipeg and connects with the St. Paul, Minneapolis and Manitoba Railroad, which runs from St. Vincent to St. Paul, and is destined to become one of the important factors in the grain transportation of the great northwest.

The preliminary surveys have long been completed and the difficulties encountered and overcome in making them have been enormous. The engineers traversed a vast continent which had hitherto been unknown except by fur traders, roving Indians, and a few devoted missionaries. They knew by report that this great expanse was a country intersected by numerous streams and dotted with many lakes; that it was a rocky territory densely wooded for the most part and without a single white inhabitant. Beyond the scanty information obtained from the early missionaries, who had visited it intent upon benevolent enterprises, the engineers have given us the only accurate information of the country west of the Red river that we possess.

The exploration of a portion of the country was a matter of comparative ease, but when the Rocky Mountains were reached, various obstacles presented themselves. One large party of engineers spent nearly two years in trying to find a suitable pass through these formidable barriers and through the hills that lie within the bend of the Columbia river. An immense amount of extra labor was imposed upon the surveying parties on account of differences of opinion between Government officials as to available routes.

Forty-seven thousand miles were actually passed over under circumstances of the greatest difficulty and danger. Some of the engineers were surrounded by forest fires and burned to death; others lost their lives in trying

to cross dangerous rivers, and others died from the effects of exposure sustained in spending winters in the bleak mountains in the midst of deep snow, with only the shelter of canvass tents. In all, forty lives were lost, and in addition to the actual traveling of forty-seven thousand miles of distinct routes in search of the best way, there are actual instrumental surveys, laboriously measured yard by yard, of more than twelve thousand miles; nearly five times the length of the road when completed to the Pacific coast. These preliminary surveys cost about four millions of dollars, and when we consider that they were practically completed in the space of six years we cannot over-estimate the zeal, the ability and the heroic fidelity of the persons who accomplished such results.

With regard to the future of the railway, we are told that the contract for the construction of the line is taken by a syndicate said to be the most powerful in respect to money and influence that has ever taken hold of any American enterprise. Three sets of capitalists seem to have been working for this contract, which bartered for work to be done a vast empire of undeveloped land in the northwest territory. One was led by Lord Dunmore and Brown & Puleston, bankers; another by George Stephen, President of the Bank of Montreal, R. B. Angus, Hon. Donald Smith, Winnipeg, and American capitalists, and the third by Lord Dunraven, Hon. Thomas Brassey, M. P., and others. The information received states that Sir John MacDonald has united the competing interests by adding a cash bonus to the land grant, although he has retained control over the greater portion of the land so as to prevent it being held other than by bona fide settlers.

The contracting parties will receive from the Canadian government a certain number of millions sterling in cash or its equivalent, to be provided for by an issue of Canadian government bonds and a certain number of millions of acres of land. In consideration of these grants, they undertake to form a company, to be called the Canadian Pacific Railway Company, which shall construct and work the line in perpetuity. The government furthermore gives to the contracting parties in addition to the surveys already made the whole of the line already built. Of the immense advantage of the railway, when constructed, to the Dominion of Canada there can be no doubt. Although, on account of sectional jealousy and perplexity in deciding upon routes, progress has been long delayed, the preliminary matters of the railway have been planned and executed with consummate skill and ability.

The line throughout its whole extent will compare favorably in all important particulars with our own trans-continental lines. It will run through the mountain passes by low lying passages which do not exist in more southern routes. The engineer in chief, lately in charge, has reported a location on which, for fully a thousand miles west of Lake Superior, the easterly ascending gradients can be kept down to half the maximum gradients on the Grand Trunk and other roads in operation in the older provinces, thus insuring to a certain extent cheap transportation. The habitable land of the great undeveloped interior is not confined to a narrow belt along the valley of the Saskatchewan, but recent explorations have shown it to be immense in area and abounding in resources which will now be disclosed and turned to account. The vicinity of the great coal fields of Pennsylvania and Michigan to Lake Erie and Lake Huron will enable Canada to develop her mineral deposits and make them available, and she will now be able to carry her grain and lumber to market. England will send over farmers and artisans, and will confidently expect that what has remained until recently almost a desert, traversed annually by migratory herds of antelope and buffalo and only available for wild Indians and hardy trappers, will become ere long the seat of populous provinces and will constitute, if not the most valuable of her colonies, at least one of the great granaries of the world.

The New York Underground Railway.

A meeting of directors of the New York Underground Railway Company was held at the office of Mr. George Ticknor Curtis, Morse Building, Tuesday. The important business transacted was: the consideration of the report from the executive committee of a contract of purchase of the franchise and property held by Col. Vandenburgh, mentioned in our last issue, which report was adopted and the contract ordered to be executed; the submitting by Gen. McClellan, President, of his report on the plan of construction; the appointment of Mr. Walter J. Morris, C. E., as engineer to the company, and arranging for the consolidation of this company with the Broadway Underground Connecting Railway Company.

By the terms of the contract of purchase the issue of bonds is limited to $2,000,000 on each mile of the railway. The negotiations under way for the placing of the bonds are said to be based on terms very favorable to the company, but of course no positive information concerning the details of the negotiations can be made public until the plans and proposals under consideration are further advanced. The consolidation of the Underground Railway Company with the Broadway Underground Connecting Railway Company is a matter that will be easily and speedily effected, prominent gentlemen of the former company being also prominent in the latter organization, so that there can be no conflict of interests between the two companies. The Broadway Underground Connecting Railway Co. is the one which under a recent act of legislature was organized to construct a railway under Broadway from Park Place to Fourteenth Street. All the arrangements for beginning work are being rapidly perfected, and the directors are exhibiting an activity and confidence in the important enterprise, which give the most assuring guarantees of its early completion and successful establishment. The following is Gen. McClellan's report, which was unanimously adopted:

OFFICE OF THE N. Y. U. RAILWAY COMPANY,
NEW YORK, Sept. 14, 1880.

TO THE HONORABLE BOARD OF DIRECTORS OF THE N. Y. U. RAILWAY COMPANY:—

GENTLEMEN—I have the honor to report that in compliance with your resolution of September 9, I have examined the plans prepared by Mr. Morris. His general design is for a double-track road, of 4 feet 8½ inch gauge, within two parallel archways. At the stations and at a few points where the grade line approaches unusually near the surface, and probably at points where your track for freight purposes will be required, it is proposed to replace the arched roof by one supported by iron girders. As a rule the stations are to be beneath the sidewalks. The principal drawings prepared by Mr. Morris consists of plans and profile of the proposed route and a general cross section of the archways. These are herewith submitted marked blank. The plans and profile have evidently been prepared with great care and accuracy. They indicate all known obstacles, such as sewers, gas and water pipes, the location of the stations and the grades of the streets and railway. The detailed arrangements for the termini are not yet elaborated. The general cross section of the archways represents the normal or usual dimensions of the masonry structure and shows the proposed application of concrete, asphalt, invert arches, &c. This section appears to be of ample strength to resist the greatest average pressure and to bear the heaviest load anticipated. As the nature of the subsoil and the relative positions of the grade line and high water mark will vary in different parts of the line, it will be necessary to modify the several sections somewhat for different localities. Mr. Morris deserves great credit for the manner in which he has performed his work, and has evidently studied the subject thoroughly. Regarding his plans as affording a satisfactory general solution of the problem, subject to such modifications in details as future study and proper application to the different portions of the line may render advisable and necessary, I affirm them and recommend them to the Board for adoption.

I have the honor to be, gentlemen, very respectfully yours. GEORGE B. McCLELLAN, President.

Marshall O. Roberts.

Mr. Marshall O. Roberts, prominent in several of the most important American railroad projects and especially well known in New York as a liberal encourager of the city's most worthy public enterprises and charities, died of apoplexy at Saratoga, on Saturday last. His funeral, at New York, Tuesday, was largely attended by representative railroad and business men.

☞ The National Association of General Passenger and Ticket Agents will hold its next annual meeting in this city Tuesday, September 21, 1880. An invitation has been issued by the Pittsburg, Fort Wayne and Chicago, Canada Southern, and Wabash, St. Louis and Pacific Railroad Companies to the Western members of the Association to pass over their routes. The programme contemplates a concentration of the members of the Association invited at Toledo, Ohio, on the afternoon of the 18th, proceeding thence via

the Canada Southern to Niagara Falls, and stopping over Sunday at the Falls. On the afternoon of the 19th the party will proceed to New York via the New York, Lake Erie and Western Railroad.

Fire Underwriting as a Profession.

Last week the Fire Underwriters' Association of the North-West, held their eleventh annual meeting at Chicago. The meeting extended through two days and was attended by representative insurance men not only from the West but from all parts of the country, the meetings of this association having attained within a few years an importance extending far beyond mere local limitations. Among the principal features of the meeting was the address delivered by Mr. D. A. Heald, Second Vice-President of the Home Insurance Company, on "Fire Underwriting as a Profession." It was an address decidedly out of the ordinary run of efforts customarily expected at conventions of the kind, being more than a bare statement of practical facts, or a cold and rigid collection of theories. It was an earnest and manly appeal for a high standard of business principles, moral character and thorough training for those at work in all branches of insurance. A small part of the address only was devoted to what we are commonly accustomed to hear called practical matters, though nothing can really be of more practical value than that which shall tend to elevate and dignify a calling; but the matter of insurance legislation and certain rules that should prevail in the taking of risks were ably touched upon. An experience of thirty years in insurance has enabled Mr. Heald to test and establish the value of certain ideas and convictions he has worked upon and his address is one that carries with it great weight. We quote from two portions of it:

OVER-INSURANCE.

There is a strong tendency even with honest men to insure beyond actual value. The desire to cover the ultimate possibility of loss may be and doubtless is harmless in honest minds, but in minds of another class the desire becomes a powerful incentive to over-insurance. The passage of valued policy laws is an illustration of this peculiar phase of our business. No sooner does a claimant of this sort find himself unable to collect the full measure of the over-insurance he has succeeded in procuring, than he seeks for special legislation compelling the full payment of such over-insurance; and the law makers in blissful ignorance of the real character of their acts, with singular paradox entitle the new law "An Act to Prevent Over-Insurance." They seek to prevent the evil by protecting it, to discourage it by fostering it, to starve it by over-feeding it. All such laws offer a guaranty to dishonesty, a bribe to arson, and indemnity to perjury; for they lead to dishonesty in procuring over-insurance, hold out a bribe to arson in the nature of fixed and stipulated damages and indemnity to the perjury necessary to the full realization of all the advantages sought by fraudulent claimants. The result of all such laws will be directly opposite to the purpose indicated in their title. Instead of preventing over-insurance such laws will encourage it, and if generally adopted will revolutionize our business, corrupt our property-holders, and swell to terrific proportions the needless waste to the country in the increased destruction of property by fires, kindled by these unwarrantable attempts to subject the freedom of contract to iron rules, as unjust and illegal as they are rigid and oppressive. They stimulate and develop the evils they assume to prevent, and throw upon the honest policy-holder an increase in rates otherwise needless. * * * * The insuring public do not and never have demanded such laws. There is not now and never has been any reasonable cause for their enactment. They can be traced it is believed, in every case to disappointed claimants, who failing to substantiate their claims in the courts, have sought special legislation to enforce recovery at the hands of conscientious and unwilling judges. The undermining of public morals by these laws may be slow, the increase in losses not alarming at first, but the effect will be most pernicious and inevitable. To an intelligent public sentiment we must look for repeal of these as well as all obnoxious laws; meanwhile, we are to protect our interests as best we may by individual or combined action, looking more confidently to the former for that safety which we feel we can and ought to command. * * * *

EXCELLENCE IN BUSINESS LIFE.

Every consideration that can influence man to higher ambition and nobler attainments demands of us all a high standard of excellence in business life. A stern regard for the honor of our profession, and a power of character that shall give life to our purpose and enthusiasm to our hearts, while it commands the respect and confidence of the world. Let us then draw liberally and without stint from the well of that divine enthusiasm, and go forth with higher aims, stronger purpose, and inspiring confidence to the day by day labors, duties and privileges of our profession. Let us remember that failure to realize the highest honors often arises from the want of a proper estimate of the character and purposes of our profession. Viewed simply as a money making machine, and shorn of its higher aspirations and possibilities, it becomes cheap and sinks to the level of mere empiricism. The world is sick of noisy smartness, as some count smartness. It is tired of pretence, and can be influenced permanently only by genuine worth and generous culture, by rectitude of mind, of heart, and of action. Let us then cultivate high thoughts with more than a lover's devotion; enshrine in our hearts a true love of our profession, and, above all, incorporate into our mental and intellectual character, that true sense of fidelity and duty which the world has ever recognized as the key that opens the way to honor and success.

Atlantic, Mississippi and Ohio Railroad.

The receivers of the Atlantic, Mississippi and Ohio Railroad have filed their fourth annual report of operations, embracing the period from July 1, 1879, to June 30, 1880. From this we learn that the total earnings were $1,936,641 68; expenses of operating, taxes, &c., $993,228 27; and for further construction, $20,315 91—leaving net earnings $923,097 50. Compared with the previous year the gross earnings show an increase of $264,509 85, and the operating expenses a decrease of $66,860 48, making an increase in the net earnings of $331,370 33, equal to 54 per cent. The resources in receivers' hands June 30, 1880, amounted to $870,714 38, and the liabilities at same time were $458,767 86, leaving an excess of resources of $411,946 52. Included in the liabilities is the sum of $120,190, which has been ordered to be paid on account of past due interest on the bonds of the Atlantic, Mississippi and Ohio Railroad Company, $186,714 78 the interest due 1st July, 1880, on the divisional bonds of the company, and $84,190 73 to be paid in extinguishment of the Virginia and Tennessee registered interest certificates which fell due January 1, 1871, and January 1, 1880. There has been paid during the year $399,331 85 on account of interest on divisional bonds maturing since July 1, 1876. The old floating debt of the company has been reduced by the payment of $11,592 89 on account of back labor claims and interest on bonds which accrued prior to June 13, 1876. The divisional bonded indebtedness will be reduced to $5,011,900 by the payment of $84,190 73 registered interest certificates, for which provision has been made.

The report states the track is in good condition but the substitution of steel for old iron rails will have to be continued at the rate of not less than 40 miles per annum until the entire road shall have been relaid. Some 3000 tons steel rails were last contracted for, making 17,590 tons, equal to 203½ miles, since the road has been in the hands of receivers. These rails are now being put on the track, and by the middle of September it is estimated that there will be 230 miles of steel rails on the main track. A new iron bridge has been erected over Reed creek, and one has been built for the eighth crossing of Peak creek. Twenty-seven smaller bridges, of 15 to 70 feet span, have been renewed during the year. The company's buildings have been kept in good repair. A new coach-shed has been erected at Norfolk and the grounds raised and otherwise improved. The new freight depot is nearly completed. Eleven new water-tanks and five new turntables have been built during the year.

In conclusion, the receivers congratulate the friends of the road that the operations of the year have been closed with such satisfactory results. The net revenue realized was more than sufficient by the sum of $192,183 69 for the payment of full interest on the divisional and Atlantic, Mississippi and Ohio bonds, and the payment of interest on the latter has been partially resumed, as will be seen by the statement above by order of the court.

Personal.

—John Pierrepont Edwards has been recognized by the President as Consul for Great Britain in New York.

—Ex Senator James W. Dwyer of Massachusetts has a large contract on the New York and New England road at Pawling, N. Y.

—Sir John MacDonald, the Dominion Premier, who has been in England upon business connected with the Canadian Pacific Railway, has sailed for Canada.

—Charles Parsons has been elected President of the Midland Railroad Company of New Jersey, to fill the place made vacant by the resignation of the Hon. Garrett A. Hobart.

—William S. Connor has been elected President of the Delaware River Railroad Company, to fill the vacancy occasioned by the death of Thos. L. Ogden, Esq. The office of the company will shortly be removed from Woodbury to Paulsboro'.

—E. H. Waldron, Manager of the Lake Erie and Western Railroad, has been appointed General Manager of the Frankfort and Kokomo Railroad. Mr. Waldron retains the management of the "Lake Erie," although he has additional duties assigned him.

—Sir John Hawkshaw, the engineer who had charge of the construction of the underground railroads of London, and his wife and son were in this city recently, and were taken over the entire elevated railroad system in a special train by Cyrus W. Field and Vice President Guilford. Sir John expressed himself as delighted with all he saw.

—A new office, that of General Manager, has been created by Judge Lathrop, Receiver of the Central Railroad of New Jersey, and Joseph S. Harris has been appointed to the position. General Manager Harris assumes control of the Central Railroad of New Jersey, the New York and Long Branch Railroad and other leased lines, and is only subordinate to Receiver Lathrop and the Board of Directors.

—F. De Faniak, General Manager of the Louisville and Nashville Railroad Company, announces by circular that on the first day of October his company will assume control of the Pensacola Railroad, Pensacola and Selma Railroad, and the Selma Division of the Western Railroad of Alabama. The jurisdiction of the general officers of the Louisville and Nashville Railroad Co. will be extended over the above lines.

St. Paul, Minneapolis and Manitoba Railway.

From the report of the directors of this company for the year ending June 30, 1880, we learn that the receipts during that time were: from passengers, $672,047 91; from freight, $2,084,711 78; express, $30,620 14; mails $40,178 69; rent of track and stations, $37,304 33; rent of leased lines, $47,777 77; miscellaneous, $20,467 62—total, $2,983,108 24, against $1,900,528 98, an increase of $1,082,579 26, or 54.3 per cent. The operating expenses were $1,800,512 82 (or 44.33 per cent); state tax (3 per cent of gross earnings) $86,559 92; expenses of reorganization, $35,288 09; legal expenses, $12,576 64; and interest due and accrued $947,226 77. The total earnings per mile were $4,471 20; total operating expenses per mile, $1,982 48.

The total length of road owned and operated is 656 miles, of which 98 miles were built during the year and 101 relaid with steel rails. The company is engaged in constructing 200 miles of road, chiefly in the west bank of the Red River, in Dakota, all of which it expects to have completed and in operation before the close of the year.

The equipment of the road consists of 65 locomotives, 5 sleeping cars, 64 passenger, mail and baggage cars, 25 caboose and tool cars, 887 box cars, 72 stock cars, 509 flat cars, and 20 gravel cars.

There have been expended on improvement of the roadbed, purchase of right of way, fencing, water stations, etc., $340,676 49, and on new equipment, $497,021 60, which sums have been provided for from funds reserved for that purpose at organization of the company, while more than ordinary expenditures for maintenance and repairs have been charged to operating expenses. The real estate purchased and permanent improvements represented by the sum of $357,185 45 in the general statement, comprise the lands acquired by the company for union depot at Minneapolis and ground for additional yard room and work shops at St. Paul, new general office building and large freights warehouses at St. Paul, and other property which add materially to the value of the company's assets.

The sales of land by the company during the year for cash and on credit have amounted to 268,741 acres, representing the sum of $1,209,928, from which has to be deducted the amount credited and the liability incurred to settlers for cultivation under the terms of the company's contracts, $300,706. The total cash received over and above the expenses of the department, as principal and interest on land sales, and as consideration for real estate disposed of by the company, has been $597,672 09, which sum is applicable to the sinking fund for retirement of the first mortgage bonds. Of this issue $161,100 in bonds have already been purchased and cancelled, and a further amount of $379,100 has been called in by the trustees for redemption on first of July. The land grant of the company, all of which has been earned by the completion of the line to St. Vincent in accordance with the provisions of the act of congress, amounts to about 3,848,000 acres, of which there have been sold to date 1,087,974 acres.

Although unusual opportunities were repeatedly afforded to every bondholder of the old company to join in majority in the reorganization proceedings, there are still outstanding bonds of the $2,800,000, $3,000,000 and $6,000,000 issues, amounting in all to $256,500, the distributive share on which, $54 207 21, lies in the court depository subject to payment on presentation of the bonds. A few of the holders of these bonds, instigated by an insignificant local element personally hostile to the new company, have taken proceedings to reopen the foreclosure decrees by which the company came into possession of the property. These suits are still before the courts, but are regarded as of no moment to the company. A similar suit on the $15,000,000 mortgage was effectually disposed of by the decision of Mr. Justice Miller at the last term of the United States court in St. Paul.

The financial statement shows the following: real estate and permanent improvements, $357,185 45; expenditure on construction and equipment of new lines, $193,767 87; cost of railway, equipment and lands, $31,185,928 33; cash, $1,865,644 27; other assets $787,448 72—total, $33,889,974 64. The liabilities are: current bills and interest due at date of report $1,522,707 30; funded debt: first mortgage bonds outstanding, $7,838,900; second mortgage bonds, $8,000,000. St. Paul and Pacific bonds due in 1881 and 1892, $486,000 (making total bonded debt of $16,324,900); capital stock, $15,000,000; sinking fund applicable to redemption of first mortgage, $436,572 09—total, $33,284,179 39, leaving to balance, for profit and loss, $555,795 25.

Western Union Telegraph.

In the report presented by the Executive Committee at the last quarterly meeting of the Board, held June, 9, 1880, the net profits for the quarter ending June 30 (May being partially and June wholly estimated), were stated at $1,201,185 78

The official returns for the quarter (ended June 30) showed the profits to be $1,017,466 22, or $183,719 51 less than the estimate.

The following revised statement based upon complete returns, will show the condition of the company at the close of the quarter ended June 30, 1880:

Surplus April 1, 1880, as per quarterly report		$824,298 59
Net profits, quarter ended June 30, 1880		1,017,466 22
		$1,841,764 81
From which deducting—		
Dividend of 1¾ per cent, paid July 15, 1880	$717,571 75	
Interest on bonded debt	106,891 04	
Sinking fund appropriations	20,000 00	
Construction account	477,990 40	
Purchase of patents	56,857 99	
Purchase of telegraph stocks	30,749 78	
Materials and supplies purchased & on hand unissued, in excess of amount issued and charged into current expenses of the year, ended June 30, 1880.	28,448 71	
		1,438,509 67
Leaves a surplus July 1, 1880, of.		$403,255 14

The net profits for the quarter ending September 30, instant, based upon official returns for August, and estimating the business for September (reserving amount sufficient to meet the claims of the Atlantic and Pacific Telegraph Company under existing agreements), will be about | | $1,104,041 63
Add surplus, July 1, as above | | 403,255 14
| | | $1,507,296 77
From which appropriating— | | |
Interest on bonded debt	$107,000 00	
Construction	300,000 00	
Sinking fund appropriations	20,000 00	
Purchase of telegraph stocks and patents	30,000 00	
		457,000 00
Leaves a balance of		$1,050,296 77
A dividend of 1¾ per cent requires		717,570 00
Deducting which, leaves a surplus, after paying dividend, of		$332,726 77
The full returns for the last quarter, ending June 30, give accurate data for summing up the business of the fiscal year ending with that date, and show the net profits for the year to have been		$5,146,639 45
The cash surplus at the beginning of the year was		772,469 91
Making		$5,919,109 86
Of this there has been paid—		
Regular dividends to stockholders	$2,870,241 25	
Extra dividend of one per cent from surplus	410,035 00	
For interest on bonded debt and sinking funds	468,517 13	
For construction on new lines and purchase of Stocks in Telegraph and Telephone Companies.	1,353,632 49	
For patents	320,130 00	
For real estate	93,298 35	
Total payments out of earnings		5,515,854 22
Leaving surplus July 1, as above, of.		$403,255 14

In view of the preceding statements, the committee recommend the adoption by the Board of the following:

Resolved, That a dividend of one and three quarters per cent from the net earnings of the three months ending September 30, be, and is hereby declared payable on the 15th of October next, to stockholders of record, at the close of business on the 20th day of September, instant.

Resolved, That for the purpose of the Annual Meeting of the Stockholders, to be held on Wednesday, the 13th of October next, and of the dividend hereinbefore declared, the stock books of the company be closed at three o'clock on the afternoon of the 20th of September, instant, and be reopened on the morning of the 16th of October next.

Respectfully submitted,
NORVIN GREEN, President.

Cumberland Valley Railroad.

A correspondent of the Baltimore Sun, writing from Hagerstown, Md., under date Sept. 11th, says that the Cumberland Valley Railroad Company have concluded to extend their road from Martinsburg, W. Va., a distance of about twenty miles further south, and then adds:

The extension to Winchester will put the road in connection with an important business center

of the Shenandoah Valley, and where it will form a connection with the Valley Branch of the Baltimore and Ohio railroad, now extending to Staunton. Engineers will next week commence surveys for the proposed extension, and, after the adoption of a line, work will be immediately commenced and vigorously prosecuted, so that the extension may be in operation in the early coming summer.

Southern Pacific Railroad.

The Southern Pacific Railroad Company own two distinct lines or systems, the Northern Division, consisting of a line from San Francisco to Soledad, 143 miles, with a branch from Carnadero to Tres Pinos, 18 miles, and the Monterey Railroad (nominally leased but really owned), from Castroville to Monterey, 15 miles. This system of 176 miles is worked by the company directly, but the Monterey road was not completed until the close of the year. The Southern division consists of a line from Goshen, Cal., to Yuma, Ari., 489 miles, with branches from Goshen to Huron, 40 miles, and from Los Angeles to Wilmington, 22 miles, being 551 miles in all; this division is worked by the Central Pacific Company under lease. The two divisions are to be connected hereafter by a line from Soledad to Lerdo, 160 miles. The company has a land grant of twenty sections per mile, covering about 930 miles of road built or to be built. It also owns the Colorado Steam Navigation Company, whose lines run on the navigable waters of the Colorado River some 300 miles. The equipment consists of 46 engines, 69 passenger and 12 baggage and mail cars, 581 box 348 flat cars, 228 service cars. Of these, 28 engines, 52 passenger and 10 baggage cars, 373 box and 191 flat cars and 94 service cars are in use on the Northern Division, the rest being leased with the Southern Division. The general balance is as follows:

Stock	$36,763,900 00
Funded debt	29,186,000 00
Other liabilities	475,713 03
Balance of accounts	1,819,347 99
Total	$68,244,961 02
Road and property	$66,804,710 54
Materials	122 805 62
Cash	133,980 73
Current accounts	443,097 55
Profit and loss	740,366 58
Total as above	$68,244,961 02

The stock and funded debt remained unchanged during the year. All the bonds are first mortgage 6 per cent bonds, and are further secured by a trust under which all receipts from the land grant are applied for the redemption of bonds. The company is responsible as guarantor for $236,000 bonds of the Market Street Railroad in San Francisco. The traffic of the Northern Division (161 miles) for the year was as follows:

Train mileage, passenger	305,763
Train mileage, freight	137,647
Total	443,410
Total locomotive mileage	570,332
Average miles per engine	20,369
Passengers carried	413 653
Passenger mileage	18,339,712
Tons freight carried	180,331
Tonnage mileage	11,613,297
Average passenger train load, number	43.33
Average freight train load, tons	84.37

This division has a very considerable local and surburban business out of San Francisco. In summer it has also a good deal of travel to pleasure resorts on the line; this was expected to be largely increased this year by the opening of the Monterey road, in connection with which the company has built a large hotel at Monterey, and made other arrangements for promoting summer travel. The earnings, &c., of the Northern Division, with the general income account, were as follows:

Passengers		$411,861 14
Freight		427,992 06
Mail and express		25,709 10
Total ($5,884 86 per mile)		$865,062 80
Expenses (61.20 per cent)		526,565 35
Net earnings ($2,120 48 per mile)		$338,496 95
Rental of Southern Division		1,659,819 76
Total		$1,998,316 71
Payments for interest	$1,751,160 00	
Payments on other accounts	866,246 46	
		217,406 46
Excess of payments		$119,089 75

The net receipts were considerably in excess of interest charges. For the previous year the report was made in a somewhat different form. The net earnings for that year were $2,155,704 03 showing a decline in net receipts last year of $157,387 32, or 7.3 per cent.

Denver, South Park and Pacific Railroad.

As the Stock Committee of the New York Stock Exchange at its next meeting will pass upon the application to have the stock and bonds of the Denver, South Park and Pacific Railroad Company admitted to the list of securities, the following facts from the official statement of the company, filed with its application, will be of interest:

The company was chartered June 14, 1874, under the laws of the then Territory of Colorado, authorized to construct and operate a narrow gauge railroad from the city of Denver by the South Park and the valley of the Arkansas to Southwestern Colorado and the Pacific Ocean, with various branches.

The following is now in operation: Main line, Denver to Buena Vista, 135 1 miles; Gunnison extension to Hortense, 6 miles; 141.1 miles. Branches—Bear Creek Junction to Morrison, 8.8 miles; Como to upper coal mine (towards Breckenridge), 1 mile; Como, south to lower coal mine, 3 miles—total, 12.8 miles. Total owned and operated, 153.9 miles; side track, 13.03 miles; gauge, 3 feet.

The extension of the main line to Gunnison City, a distance of fifty-eight miles beyond the end of track at Hortense, is now mostly under contract for completion in November next, or as soon thereafter as practicable. Trackage has been leased to the Denver and Rio Grande Railway Company over this extension as a rental equal to 8 per cent per annum upon one-half its cost, in addition to one-half of its maintenance.

Under the same contract the Denver and Rio Grande Railway Company has extended its line to Leadville from its intersection with the Denver, South Park and Pacific Railroad at Chalk Creek, and leased to it upon the same terms, equal rights in perpetuity.

The same agreement between these two companies provides for the pooling of all the receipts derived from them by the business of their roads on the joint trackage from Denver and Pueblo.

The road has been constructed by the parties who own it, nearly all citizens of Denver, and is reported to be one of the most substantially built and best equipped in the country. On the construction and equipment of the 150 miles now operated the stockholders have expended in cash $2,550 000. This 150 miles is bonded for only $1,800,000.

The railroad company owns 87½ per cent of the South Park Coal Company, which has 2,000 acres of coal lands at or near Como, in the South Park, about half-way between Denver and Leadville, on which are two well opened mines.

The capital stock authorized is $5,000,000, on which there has been issued on 150 miles of completed road, $3,500,000. All further issues of stock are to be limited to the rate of $20,000 per mile of completed extension and branches.

The first mortgage bonds to be issued are $2,500,000, of which there have been issued, at the limited rate of $12,000 per mile of completed road in actual operation, $1 800,000. Bonds dated August 1, 1876, principal and interest payable in United States gold coin of or equal to the present standard and free from United States taxes; principal payable May 1, 1905; interest payable May 1 and November 1, at the rate of 7 per cent per annum. Bonds $1,000 each, numbered from 1 to 2 500 inclusive, with provision for their registration, and secured by a first mortgage upon its line of road from Denver to the extent of 208⅓ miles, its equipment, depots, shops, franchise and other property. A sinking fund of 1½ per cent per annum on the amount of bonds outstanding is applicable after August 1, 1886, to the amount of bonds by annual drawings for their redemption at par and accrued interest. Farmers' loan and Trust Company of New York, trustees. The company has no other bonded debt, and is substantially free from floating debt. Earnings for the year ending June 1, 1880, were $1,659,764; expenses, $560,934; net earnings, $1,098,829.

Shenandoah Valley Railroad.

The completion of the Maryland Division now places the whole line of the Shenandoah Valley Railroad, so far as at present contracted (to Milford, Warren county, Virginia), in direct communication with New York, Philadelphia, and all points in the Middle and New England States, via the Cumberland Valley and Pennsylvania Railroads, as also with Baltimore, via the Western Maryland Railroad. These conditions are additional to that previously established with the Baltimore and Ohio Railroad at Shenandoah Junction, 23 miles from Hagerstown.

Track is now being laid southward from Milford, the present stopping point of trains, and northward from Waynesboro, on the Chesapeake and Ohio Railroad, and the work of construction is progressing so rapidly throughout the whole of the unfinished portion of the road as to insure its entire completion from Hagerstown, Md., to Waynesboro, Va. (143 miles), during the present year, opening to commerce and travel an important highway between the Middle and North Atlantic States and the great South and Southwest.

A first class railroad organization, with corresponding equipment, is now operating the finished portion of the road, and trains are running regularly between Hagerstown and Milford, Va., a distance of 75 miles. As additional lengths of road are finished, the running of trains will be extended to new stations, and increased facilities offered to the business and pleasure-seeking public.

The wonderful Caverns of Luray, which have recently been carefully explored by a large party of scientific gentlemen from the Smithsonian Institute, are immediately upon the line of the Shenandoah Valley Railroad, the entrance to the caverns being but three-quarters of a mile from the town of Luray and from the Luray passenger station of the railroad.

☞ Articles of association of the Cape May and Sewell's Point Railroad Company have been filed in the office of the Secretary of State of New Jersey. The road will begin at the city of Cape May and terminate at Sewell's Point. The length of the road is two miles, and the amount of capital stock is $30,000, divided into 600 shares of $50 each.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	July '80 2½
Anhuelot.....100	210,000	quarterly	Oct. '79 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug.'80 2
Atlanta and West Point.100	1,232,300	J. & J.	July '79 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'79 2½
Avon,Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N.	May '80 4
" " pref.100	4,599,578	J. & J.	July '80 3
Washington Br.....100	1,650,000	A. & O.	Apl. '80 5
Berkshire*.....100	600,000	quarterly	Apl. '80 1½
Boston and Albany.....100	20,000,000	M. & N	May '80 4
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	.....	Apl. '80 2½
Agricultural Br. guar...100	60,000	J. & D.	June'76 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N	May '80 3
Boston and Lowell.....500	3,250,000	J. & J.	July '80 2
Boston and Maine.....100	6,921,274	M. & N.	May '80 3½
Boston and Providence..100	4,000,000	M. & N.	May '80 4
Attleborough Branch.100	131,700	J. & J.	July '80 3½
Bost., Revere B. & Lynn.100	349,200	J. & J.	July '80 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D	June'80 5
Burl. & Mo. Riv in Neb.100	3,537,800	quarterly	Feb. '80 2
Camden and Atlantic.... 50	377,400	quarterly	Apl.'80 3½
" " pref. 50	838,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	331,925	J. & J.	July '80 3
Cape May and Millville* 50	447,000	J & D.	June'80 3
Catawissa*.....50	1,159,500	October.	Oct.'79 $1½
" pref. 50	2,200,000	M. & N.	May '80 3½
" 2d pref.....50	1,000,000	M. & N.	May '80 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	Aug.'80 1
" " pref 100	769,600	F. & A	Aug.'80 3½
Central of Georgia.....100	7,500,000	J & D.	June'80 3
Central of New Jersey.100	18,563,200	quarterly	Apl. '78 2½
Central Ohio*.....50	2,425,000	J. & J.	July '80 3
" pref.....50	400,000	J. & J	July '80 3
Central Pacific.....100	54,275,500	F. & A.	Aug. '80 3
Chemung*.....100	380,000	quarterly	July '80 1½
Cheshire, preferred 100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Sept.'80 3½
" " pref...100	2,425,400	M. & S.	Sept.'80 3½
Chicago,Burl. & Quincy.100	31,004,456	M. & S.	Sept. 80 3
Chi., Clin., Dub.&Minn.....	6,156,000	A. & O.	Apl.'79 $2
Chicago,Iowa & Nebras*100	3,916,200	J. & J.	July '80 5
Chicago, Iowa & Nebras*100	15,404,261	A. & O.	Apl. '80 3½
Chi., Mil. and St. Paul...100	12 279,483	A. & O.	Apl. '80 3½
" " pref.....100	14,988,267	J. & D	June'80 3
Chicago & N. Western..100	21,425,353	J. & J.	July '80 3
" " pref.100	5,000,000	quarterly	Sept.'80 1½
Chicago, R. I. & Pacific.100	3,500,000	quarterly	Aug.'80 1½
Cin., Ham. & Dayton.....100	429,037	A. & O.	Apl. '80 3
Cin., Sand. & Clev. pref. 50	14,991,800	M. & N.	May '80 3
Clev., Col., Cin. & Ind...100	2,057,569	F. & A.	Feb. '80 2½
Cleveland & Mahoning*. 50	11,236,150	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	1,786,200	quarterly	Sept.'80 1½
Columbus and Xenia*.. 50	2,500,000	M.J.S.D	Sept.'80 2
Colum. & Hocking Val..100	1,500,000	F. & A.	Aug.'80 4
Concord.....100	350,000	M. & N.	May '80 5
Concord and Ports.*.....100	2,175,700	J. & D.	June'80 3½
Conn. & Passump Riv..1.0	2,100,000	F. & A.	July '80 4
Connecticut River..... 100	1,292,950	J. & J.	July '80 4
Cumberland Valley..... 50	241,900	J.A.J.O.	July '80 2½
" 1st pref.. 50	243,000	A. & O.	Apl. '80 4
" 2d pref... 50	600,000	A. & O.	Apl. '80 4
Danbury and Norwalk.. 50	2,401,528	quarterly	Mar. '78 1½
Dayton & Michigan*..... 50	1,211,250	A. & O.	Apl. '80 1½
" " pref. 50	1,230,950	quarterly	Apl. 80 2
Delaware*.....50	1,584,400	J. & J.	July '80 3
Del. & Bound Brook*...100	26,200,000	quarterly	Aug.'80 1½
Del., Lackaw. & Westn. 50	1,874,000	quarterly	July '76 2½
Detroit, Lans. & Nor....100	2,503,300	F. & A.	Aug.'80 2½
" " pref.10.	5,000,000	A. & O.	Aug.'80 3
Dubuque & Sioux City*100	1,309,200	J. & J.	Apl. '80 3½
East Pennsylvania*..... 50	392,950	J. & J.	July 80 3
East Mahanoy*..... 50	1,968,274	.....	July 80 3
East Tenn., Va. & Ga....100	4,997,600	J. & J.	May '80 3
Eastern (Mass.).....100	492,500	J. & D.	July '78 3
Eastern (N. H.).....100	3,000,000	— & —	June'80 2½
Eel River.....100	500,000	Sept.	Sept.'80 1
Elmira, Jef. & Canand*..100	500,000	M. & N.	Sept.'79 5
Elmira & Williamsport* 50	500,000	J. & J.	May '80 2½
" " pref. 50	1,000,250	quarterly	July '80 3½
Erie and Pittsburg*..... 50	4,500,000	J. and J.	Sept.'80 1½
Fitchburg.....100	600,000	.....	July '80 3
Frankfort and Kokomo.100	4,200,000	J. and J.	Oct. '79 1½
Georgia.....100	5,183,024	.....	July '80 3½
Hannibal & St. Jo. pref.100	1,182,500	J. & J.	Aug.'80 3
Harrisburg & Lancaster* 50	1,180,000	quarterly	July '80 3½
Housatonic, pref.....100	29,000,000	M. & S.	July '80 2
Illinois Central.....100	4,625,000	quarterly	Sept.'80 3
Iowa Falls & Sioux City*100	7,620,000	quarterly	Sept.'80 1
Iowa Railroad Land Co.100	000,000	quarterly	Aug. 80 1½
Ia. So. & Mo. Northern. 25	000,000	quarterly	May '80 1½
Jeffersonv., Mad. & Ind..100	000,000	quarterly	May '80 1½
Joliet and Chicago*.....100	1,480,200	quarterly	May '80 1½
Kan. City, Top. & West.100	2,250,000	quarterly	June'78 1
Kentucky Central.....100	4,500,000	J. & D.	June'78 3
" pref.100	500,000	J. & D.	Aug.'80 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug.'80 6
" " (guar.).100	833,500	F. & A.	July '80 2
Lawrence*.....50	450,000	quarterly	July '80 1
Lehigh Valley.....50	27,332,555	quarterly	July '80 2½
" pref. 50	106,300	quarterly	Sept. 80 2
Little Miami*.....50	5,871,450	quarterly	July 80 3½
Little Schuylkill*..... 50	2,646,100	J. & J.	

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Louisv., Cin. and Lex... 50	$1,623,488	J. & J.	July '80 3
Louisville & Nashville..100	9,052,950	F. & A.	Aug.'80 5
Louisv., N. Alb. & Chi...100	3,000 000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '78 2½
Lykens Valley 100	600,000	F.M.A.N	Feb. '79 2½
Manchester and Law....100	1,000,000	M. & N.	May '80 5
Marietta & Cincinnati... 50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A	Aug.'80 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Oct. '80 2½
Michigan Central 100	18,738,204	F. & A.	Aug.'80 4
Middlesex Central.....100	2,136 shs	F. & A.	Aug.'80 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '80 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '80 3½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*..... 50	15,000,000	J. & J.	July '80 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '80 6
Nashua and Lowell.....100	800,000	M. & N.	May '80 3½
Nashua and Rochester..100	1,305,800	A. & O.	Apl. '80 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Apl. '80 1½
Naugatuck.....100	2,000 000	J. & J.	July '80 6
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'80 3½
N.Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N.Haven & Northamp..100	605,000	quarterly	Oct. '74 3
New London Northern*100	1,418,800	quarterly	June'80 1½
N.Y. Cen. & Hudson R..100	89,428,330	quarterly	Oct. '80 2
New York and Harlem..100	8,500,000	J. & J.	July '80 4
" " pref.100	1,500,000	J. & J.	July '80 4
" City Line.....	....	annually	Apl. '80 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 3½
New York Elevated.....10C	6,500,000	quarterly	Oct. '80 2½
N.Y., Lake Erie & West.100	77,107,700	.....	.....
" " pref...100	8,146,700	.....	.....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '80 5
N. Y.,Provid. & Boston.10C	3,000,000	quarterly	Aug.'80 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '78 3
N. Eastern (S.C.) pref...100	96,000	M. & N.	Nov. '77 4
North Pennsylvania..... 50	4,527,150	quarterly	Aug.'80 1½
Northern Central 50	5,842,000	A. & O.	Apl. '78 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'80 3
Northern New Jersey*..100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*..100	2,604,400	J. & J.	July '80 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	6,733,300	J. & J.	July '80 3
Oregon Railway & Nav.100	4,455,900	quarterly	ug.'80 2
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '80 1½
Panama.....100	7 000,000	quarterly	Aug.'80 4
Paterson and Hudson*..100	632,000	J. & J.	July '80 4½
Paterson and Newark*..100	250,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '80 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania..... 50	68,870,200	M. & N.	May '80 3
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '80 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Sept.'80 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.... 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,250,100	quarterly	July '80 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	July '80 1½
Pittsb., Ft. W. & Chi.*...100	19,714,285	quarterly	July '80 1½
" Special Imp..100	5,504,300	quarterly	Jan. 80 2½
Pittsfield & N. Adams..100	450,000	J. & J.	July '80 3
Portl., Saco & Portsm....100	1,500,000	J. & J.	Oct. '79 4
Profile and Franconia....100	.....	.....	July '80 3
Providence & Worces..100	2,000,000	J. & J.	Feb. '80 2
Republican Valley.....100	853,000	quarterly	July '80 4
Rensselaer & Saratoga *100	6,000,000	J. & J.	Nov. '79 3
Rhode Island & Mass...100	175,575	— & —	July '79 2
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '79 3
Roch. & Genesee Val.*..110	555,200	J. & J.	July '75 3
Rome,Watert. and Ogd..100	2,998,900	J. & J.	Feb.'75 3½
Rutland preferred..... 100	4,168,700	F. & A.	.....
St. L., Alt. & T. Haute..100	2,300,000	— & —	Feb. '78 2
" " " pref.100	2,463,400	F. & A.	Feb. '74 3
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	.....
St. Paul and Sioux City.100	4,600,000	.....	Feb. '80 1½
" " pref.100	4,600,000	.....	Sep.'78 50c
Salem and Lowell.....100	2,433 shs	M. & S.	July '80 2½
Schuylkill Valley*..... 50	576,050	J. & J.	May '80 4
Seaboard and Roanoke..100	1,151,400	M. & N.	Feb. '80 3
Shamokin V. & Pottsv.* 50	869,450	F. & A.	July '80 4
Shore Line*..... 100	996,800	J. & J.	Apl. '80 3½
Sioux C. & Pacific pref..10C	169,000	A. & O.	July '79 3
South Branch (N. J.)*...100	438,300	J. & J.	Jul e'79 3½
South Western, (Ga.) *..100	3,892,300	J. & D.	July '79 3½
Stockbridge and Pitts.*..100	448,700	J. & J.	Nov.'77 3
Stony Brook*..... 100	267,300	M. & N.	Feb.'76 3
Summit Branch*..... 50	4,125,000	F. & A.	Aug.'79 2
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Aug.'80 4
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '78 4
Troy and Boston.....100	1,000,000	F. & A.	July '80 1½
Union Pacific 100	36,745,000	quarterly	July '80 2½
United Cos. of N. J*...100	20,490,400	quarterly	May '79 3
Utica, Chenango & S.Y.100	4,000,000	M. & N.	Mar. '79 2
Utica and Black River...100	1,666,000	J. & J.	Apl. '80 3
Vermont and Mass 100	3,000,000	A. & O.	

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '80 3½
Warren (N. J.).....100	1,800,000	A. & O.	Apl. '79 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov.'79 3
Winchester & Potomac*100	180,000	J. & J.	July '80 3
Winchester & Strasburg*100	500,000	J. & J.	July '80 3
Worcester and Nashua. 75	1,789,800	J. & J.	July '76 2
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City.....25	1,000,000	J. & J.	July '80 3
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..100	2,200 shs	A. & O.	Apl. '79 $2
Broadway (Brooklyn).....100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (NY)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A. & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 1
Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3½
Cambridge.....100	375,000	J.A.J.O.	Apl. '80 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.).....50	200,000	M. & N.	Nov.'77 10
Coney Island & Brookl..100	500,000	— & —	Apl. '78 3
Continental (Phila.).....50	180,000	J. & J.	July '80 5
D. Dock,E. Rdw. & Bat..100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)....100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry....100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600,000	A. & O.	Apl. '80 4
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '80 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston,Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	500,000	J. & J.	Jan. 80 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 4
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '80 2
Middlesex (Boston).....100	400,000	M. & N.	May '80 3½
N.Y., Bay Ridge & Jam.100	102.540	.....	Oct. '73 7
Ninth Avenue (N. Y.)....100	197,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.)..... 25	206,054	.....	July '79 2
Philadelphia City..... 50	475,000	J. & J.	July '80 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.)..... 50	750,000	A. & O.	Apl. '80 1½
Second Avenue (N.Y.)....100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 10	962,100	quarterly	Jan. '79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)....100	750,000	M. & N.	Nov. '77 5
Somerville (Boston) 100	113,000	M. & N.	May '80 3
South Boston 50	480,000	J. & J.	July '80 3
Third Avenue (N. Y.)....100	2,000,000	F.M.A.N	May '79 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '80 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston) 100	374,300	J. & J.	Jan. '80 5
Union (Phila.) 50	400,000	J. & J.	July '80 7
West Philadelphia..... 50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,583	J. & D.	June'75 2
Delaware Division..... 50	1,633,350	.....	Aug.'80 $1
Delaware and Hudson....100	20,000,000	F. & A	Aug.'76 4
Delaware and Raritan*.100	5,847,400	quarterly	July '80 2½
Lehigh Coal & Navigat.. 50	10,848,550	J.S.D.M.	Sept.'76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79
Morris (consolidated)....100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 70c.s
" " (pref.). 50	2 888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	June'80 2
American Express..... 50	18,000,000	J. & J.	July '80 2
Amoskeag Manuf. Co....100	3,000 000	J. & D.	Dec.'79 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug.'80 $4
Central Mining Co.....100	.....	Annual.	Feb '80 $5
Consolidation(Md.)Coal.100	10,250,000	M. & S.	Jan. '7 2½
George's Creek C. & I...100	.....	J. & J.	Aug.'80 3½
Gold and Stock Tel.....100	2,500.000	quarterly	Oct. '79 1½
Maryland Coal.....100	4,400,000	F. & A.	Feb. '76 1½
Mariposa Gold..... 100	2,836,600	.....	.....
" pref.....100	5,682,400	.....	.....
Missouri Val. Land Co...100	200,000	M. & S.	Jan. '80 2
Moingona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	July '80 3
Pacific Mail Steamship..100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Aug.'80 3
Pullman Palace Car.....100	5,938,200	F.M.A.N	Aug.'80 2
Quicksilver, common...100	5,708,700	.....	.....
preferred ...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '80 $3
Quincy R. R. Bridge....100	1,750,000	J. & J.	July '80 4
Sioux C. & I.F. L. & L. Co.100	500,000	J. & J.	Jan. '80 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June'80 3½
Topeka Equipment Co...100	255,000	A. & O.	Apl. '80 5
United States Express...100	7,000,000	F.M.A.N	Aug.'80 2
Wells-Fargo & Co. Exp.100	6,000,000	J. & J.	July '80 4
West. Union Telegraph.100	41,066,600	quarterly	Oct. '80 1½

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:	$					
1st Mortgage	940,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	5,200,000	8*	Jan. & July.	New York.	1889	....
Receiver's Bonds	1,200,000	7	.....	" "	....	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	113½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	111
3d Mortgage	253,000	7	May & Nov.	" "	1881	...
Albany Loan	935,600	6	" "	" "	1895	...
Consol. M. (guar. by D. & H. Co.)	1,595,000	7	April & Oct.	" "	1906	115½
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage	4,700,000	7.3	Jan. & July.	New York.	1896	122
Special Mortgage to Penn.	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1900	106½
Funding Income (traffic guar.)	6,986,500	7	" "	Pittsburg.	1894	32
American Central:						
1st Mort., guar. by C., B. & Q.	886,000	7	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	1,200,000	7*	Jan. & July.	Lond. or Ams.	1891	....
Ashtabula, Youngstown & Pitts.:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1901	....
2d Mortgage, Income	400,000	7	Jan. and July.	Pittsburgh.	1904	....
Atchison and Nebraska:						
1st Mortgage	1,125,000	7	March & Sept.	Boston.	1908	112½
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	7,041,000	7*	Jan. & July.	New York.	1899	118½
Land Grant Mortgage (gold)	3,116,500	7*	April & Oct.	Boston.	1900	115½
1st Mort. (Wichita Br.) traf. guar	412,000	7*	Jan. & July.	"	1902	108
Pottawotomie Land Grant	.....	7	May & Nov.	N. Y. or Bost.	1879	....
Consol. Second Mort. (gold)	3,500,000	7*	April & Oct.	"	1903	119
Land Income bonds	480,000	8	Jan. & July.	Boston.	1883	106½
Atlanta and Charlotte Air Line.						
1st Mortgage (registered)	4,220,000	7	Jan. & July.	New York.	1907	95
Atlantic and Great Western:						
1st Mortgage (gold)	14,922,200	7*	Jan. & July.	N.Y. or Lond.	1902	....
2d Mortgage (gold)	10,173,679	7*	March & Sept.	" "	1902	....
3d Mortgage (gold) Income	28,783,000	7*	May & Nov.	" "	1902	....
Atlantic and Gulf:						
Consolidated 1st Mortgage	2,310,200	7	Jan. & July.	New York.	1887	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	...
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	...
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80).	4,000,000	...	.....	" "	....	....
Atlantic and Pacific:						
Land Mortgage gold bonds	2,829,000	6*	Jan. & July.	New York.	1888	....
2d Mortgage for $3,000,000 (gold)	2,015,500	6*	May & Nov.	" "	1891	....
1st Mort. (So. Pac. R.R. assumed	7,188,500	6*	Jan & July.	" "	1888	...
1st Mort. (Central Div.) gold	1,190,000	6*	May & Nov.	" "	1891	....
1st Mort. (Central Div.) L. G.	194,000	6*	....	" "	1901	....
Equipment Bonds	758,000	10	June & Dec.	" "	1883	....
Income Bonds (for funding)	529,600	6*	" "	" "	1883	....
Land Debentures	500,000	10	J. A. J. & O.	" "	1884	....
Atlantic and St. Lawrence:						
Sterling bonds (not Mort.) of 1853.	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1891	....
Portland City Bonds, 1st M., s. f.	787,000	6	" "	Portland.	1886	....
Bald Eagle Valley:						
1st Mortgage	354,000	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1850-'80	579,500	6	Jan. & July.	Baltimore.	1880	102
Loan of 1853-'85	1,710,000	6	April & Oct.	"	1885	109½
Loan of 1856-'90 (Balt.) skg fd.	3,151,122	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,273,956	6*	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	9,029,852	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,464,500	6*	May & Nov.	"	1910	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,000,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Boston.	1899	....
1st Mort. (Bangor loan) extens'n	120,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1892	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	.....	Philadelphia.	1883	....
Bellefontaine and Indiana:						
1st Mort., assu'ed by C., C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	116
Beloit and Madison (C. & N. W.):						
1st Mortgage (guaranteed)	284,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1902	112
2d Mortgage	499,500	6	March & Sept.	Philadelphia.	1885	106
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	104
Bingham Canyon & Camp Floyd:						
1st Mortgage	240,000	8*	Jan. & July.	.....	1908	....
Blue Ridge, (S. Car.):	$					
1st Mort., guar. by State (gold)	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. and Aug.	Boston.	'91-'92	123
Loan of 1875	2,000,000	6	Jan. & July.		1895	112
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	101
1st Mortgage (Equalization)	300,000	7	" "	"	1889	....
1st Mortgage (Consolidation)	252,000	7	" "	"	1890	107
Equipment Mortgage	870,000	8	Apr. and Oct.		1881	...
Boston, Concord and Montreal:						
Sinking Fund Mortgage	302,000	6	Jan. and July.	Boston.	1889	104½
Consol. Mortgage for $2,000,000.	1,224,000	7	Apr. and Oct.	Boston.	1893	112½
	357,200	6	" "	"	1893	....
Boston, Hartford and Erie:						
1st Mortgage (old)	273,000	7	Mar. and Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. and July.	New York.	1900	42½
1st Mortgage, guar. by Erie	5,000,000	7	" "	" "	1900	....
Mass. L. (sec'r'd by $4,000,000 Bor.)	3,600,000	7*	" "	Boston.	1899	....
Boston and Lowell:						
Bonds (Wharf Purchase)	200,000	6	Apr. and Oct.	Boston.	1879	....
Bonds of 1872 for $1,000,000	999,500	7	" "	"	1892	117½
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	107
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,500	7	Jan. and July.	Boston.	'93-'94	123½
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug	New York.	1895	37
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	3,630,000	6*	Apr. and Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1898	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	250,000	7	May & Nov	Philadelphia.	1909	....
Buffalo, Chat. L. and Pittsburg:						
1st Mortgage	700,000	7	Jan. and July.	New York.	1888	....
Buffalo and Erie:						
Mort. bonds (ass'd by LS&MS)	200,000	7	Jan. and July.	New York.	1882	....
Mort. bonds (" " ")	300,000	7	March & Sept.	" "	1886	....
Mort. bonds (" " ")	2,844,000	7	Apr. and Oct.	" "	1898	120
Buffalo and Southwestern:						
Mortgage	1,500,000	6*	.....	New York.	1902	...
Buffalo, New York and Erie:						
1st Mortgage Renewal Bonds	2,380,000	7	June & Dec.	New York.	1916	123
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	10	" "	" "	1893	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	94
1st Mort. (Minn. & St. Louis.)	150,000	7*	Jan. & July.	" "	1911	....
Burlington and Missouri River:						
Land and R. R. Mortgage	4,638,250	7	April & Oct.	N. Y. & Bost.	1893	114½
Stock (common) Bonds	....	8	April & Oct.	N. Y. & Bost.	1879	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	370,500	8	" "	" "	1889	....
Burlington and Mo. Riv. in Neb.:						
1st Mortgage convertible	5,627,000	8	Jan. & July.	N. Y. & Bost.	1894	....
Bonds convertible until 1892	370,000	8	" "	Boston.	1883	....
Consolidated Mortgage	7,605,400	6	" "	Boston.	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1891	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. and lands) S.F.	8,000,000	7*	Jan. & July.	New York.	1891	106½
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,500,000	7	April & Oct.	New York.	1901	...
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
2d Mortgage	1,500,000	7*	Jan. & July.	" "	1909	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Extension, or 2d Mortgage	3,500,000	7*	" "	" "	1889	....
2d Income, or double track b'ds	1,600,000	6*	Jan & July.	.....	1891	....
Camden and Amboy:						
Loan of 1883	1,700,000	6	Feb. & Aug.	Philadelphia.	1883	104
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	109½
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	115
Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1899	108½
Camden and Burlington County:						
Consolidated 1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	106
Canada Southern:						
1st Mort. (akg fd) g'd for $9,000,000	9,000,000	7*	Jan. & July.	New York.	1908	93½
Cape May and Millville:						
2d Mort. guar. by W. Jersey R.R.	400,000	7	April & Oct.	Camden.	....	...
Carbondale and Shawneetown:						
1st Mortgage	200,000	7*	Jan. & July.	.....	1902	....
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Carthage and Burlington:						
1st Mort., guar. by C., B. and Q.	266,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia.	1892	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	114
Chattel Mortgage	209,850	6	May and Nov.	"	98-'99	....
Cayuga Lake:						
1st Mortgage	800,000	7*	June and Dec.	New York.	1901	...
Canenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1900	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	98,000	7	April & Oct.	New York.	1884	107½
1st Mort. (W. to Man. Lt.)	1,250,000	7	Jan. & July.	"	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cedar Rapids & Mo.Riv.(C&NW):	$					
1st Mortgage, 1st Div. $10,000pm	678,000	7	Feb. & Aug.	New York.	1891	112½
1st Mortgage 2d Div. $10,000p.m.	582,000	7	" "	" "	1894	116½
1st Mortgage 3d Div. $16,000 p. m.	2,400,000	7	May & Nov.	" "	1916	117½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
General Mort. for $5,000,000....	2,222,000	7	Jan. & July.	N.Y. & Savan.	1893	....
Macon & West.(Atlanta D.)b'ds	117,000	7	April & Oct.	Savannah.	1880	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m..	925,000	7*	April & Oct.	" "	1901	....
Central of L. I. (Flush.,N.C.& C.):						
1st Mortgage.....	1,275,000	7	May & Nov.	New York.	1889	....
Central of New Jersey:						
Convertible bonds of 1872.....	4,400,000	7	May & Nov.	New York.	1902	107½
1st Mortgage.....	5,000,000	7	Feb. & Aug.	" "	1890	117½
Newark Branch Bonds.....	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage.....	5,550,000	7	May & Nov.	New York.	1903	138½
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	84
Consol. Mort. for $25,000,000....	15,000,000	7	J. A. J. & O.	" "	1899	108
Central Ohio (B. and O.:)						
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	110½
Central Pacific of California:						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	112
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	102½
State Aid B'ds(Int.by State)gold	1,500,000	7*	" "	Sacramento.	1884	106
2d Mort. (Governm't Subsidy).	27,855,680	6	" "	U.S.Treasury.	'95 '99	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	New York.	1899	108½
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	" "	'88-'92	106½
1st Mort. (S. Fr., Okld & Ala.)..	500,000	8*	" "	" "	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	" "	1900	109
Land bonds (Cen. Pac. Co.)gold	8,704,000	6*	" "	" "	1890	105
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	131
2d Mort., Consol.(").	1,500,000	7	June & Dec	"	1891	....
1st Mort. (Stan., Sheff. and Ch.)	500,000	7	Jan. & July.	"	1887	28
Income and Extension Bonds..	1,008,600	8	May & Nov.	"	1902	45½
Equipment Mort. (Vt. Central).	1,000,000	8	" "		'76-'77	39½
Equipment Mort. (").	1,000,000	8	" "		1889	50
Bonds, guar. (Vt. and Canada)	1,000,000	8	Jan. & July.	"	1891	43
Missisquoi R.R.(" ")	500,000	7	" "	"	1891	38½
Cent. Vt. (Vt. & Ca. Mort.)b'ds	3,000,000	6	March & Sept.	"	1904	....
Charleston and Savannah:						
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage.....	1,810,500	7	Jan. & July.	New York.	1895	105
2d Mortgage.....	500,000	7	April & Oct.	Baltimore.	....	95
Chartiers:						
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	109
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	" "	1888	....
Cherry Valley, Sharon and Alb.:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st Mort. gold "B".....	15,000,000	6*	May & Nov.	New York.	1908	71½
2d Mortgage.....	10,000,000	6	Jan. & July.	" "	1918	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	" "	"	1880	....
2d Mort. (")coupon....	918,000	6	" "	"	1884	....
Income (")coupon....	300,000	8	" "	" "	1876	....
Funded Interest, coupon.....	169,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.).....	830,900	6	Jan. & July.	Boston.	'80-'96	104
Chester Creek (Phil. & Balt. Cent.):						
1st Mort., guar. by P., W. & B..	125,000	6	Jan. & July.	Philadelphia.	1903	....
Chester and Tamaroa:						
1st Mortgage.....	680,000	7*	May & Nov.	New York.	1901	....
Chicago and Alton:						
1st Mortgage.....	2,400,000	7	Jan. & July.	New York.	1893	123
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	106
Sinking Fund Gold Bonds....	3,000,000	6	May & Nov.	" "	1903	115
Consol. Bonds (£200 stg. each)..	4,379,850	6*	Jan. & July.	London.	1903	....
1st Mort. (St.L.J. & C.) assumed	564,000	7	April & Oct.	New York.	1894	115½
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
1st Mort. (Louisiana and Mo.)..	1,554,000	7	Feb. & Aug.	" "	1900	112
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,570,000	8	Jan & July.	New York.	1883	108½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	853,000	7	April & Oct.	" "	1890	....
Loan of 1872.....	1,462,475	7	Jan. & July.	Boston.	1896	122½
Bonds of 1875, Sinking Fund....	415,000	5	June & Dec.	"	1895*	101
Five per cent bonds.....	2,256,000	5	April & Oct.	New York.	1901	104
S. F. 6 p.c. Mort. b'ds(Iowa D.)	600,000	5	" "	" "	1919	....
Consol. Mortgage for $30,000,000	14,530,500	7	June & Dec	Boston.	1903	125
1st Mort. (Dix., Peo. & Han)guar.	54,500	8	Jan. & July.	New York.	1889	....
1st Mort. (Ill. Gr. Trunk) guar..	989,500	8	April & Oct.	Boston.	1890	....
1st Mort. (O., O. & Fox Rv.)guar.	1,072,000	8	Jan. & July.	N.Y. & Bost.	1900	....
1st Mort. (Quincy & Wat.) guar.	720,000	8	" "	N.Y. & Bost.	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	" "	Frankfort.	1890	88½
Chicago and Canada Southern.						
1st Mortgage.....	2,467,000	7*	Apr. and Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago Clinton and Dubuque						
1st Mort. guar. C., R. and Q....	1,500,000	8	Jan & Dec.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	Apr. and Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold ..	825,000	7*	" "	" "	1912	....
Chicago, Dubuque and Minn.:						
1st Mortgage guar. $3,000 p.m.	4,425,000	8	June & Dec.	Boston.	1896	....
Chicago and Iowa:						
1st Mortgage for $1,200,000	2,200,000	7	Jan & July.	N.Y. & Bost.	1901	75

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Chicago, Iowa and Nebraska:	$					
2d Mort. (now 1st) guar.C&NW	409,400	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d) guar.C.&NW	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Lake Huron:						
1st Mort. 1st series (Peninsular.)	1,800,000	7*	May and Nov.	N.Y. or Lond.	1899	....
1st Mort. 2d series (")	2,000,000	7*	" "	"	1900	....
1st M. (Port Huron & L. Mich.)	1,800,000	7*	" "	New York.	1899	....
2d Mortgage (Peninsular.).....	540,000	7	Feb. and Aug.	"	1891	....
Consolidated Mortgage.....	12,000,000	6*	" "	"	1903	....
Chicago and Milwaukee Railway:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	120
Chicago and Mich. Lake Shore:						
1st Mortgage.....	480,000	8	March & Sept.	Boston.	1889	113½
1st Mortgage.....	3,500,000	8	Jan. & July.	"	1890	....
1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
1st Mortgage (on Branch).....	1,325,000	8	March & Sept.	"	1892	....
Chicago, Milwaukee and St. Paul:						
1st Mort. (La Crosse Division.)	6,600,000	7	Jan. & July.	New York.	1893	115
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	" "	1903	119
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	114½
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan & July.	" "	1897	115½
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	113
1st Mort. (Iowa and Dak. Div.)	677,000	7	" "	" "	1899	114½
1st Mort. (Prairie duChien Div.)	3,674,000	8	Feb. & Aug.	" "	1898	133
2d Mort. (" ")	1,315,000	7.3	" "	" "	1898	117
1st Mort. (Hast. and Dak. Div.)	160,000	7	Jan. & July.	" "	1902	111½
1st Mort. (Mil. and Western)...	219,000	7	Jan. & July.	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1909	104
1st Mort. (La C. & Dav. Div.)..	1,785,000	5	" "	" "	1919	....
2d Mortgage.....	496,000	7	April & Oct.	" "	1884	....
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	" "	1905	116
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	271,400	7	Feb. & Aug.	New York.	1885	108
General 1st Mortgage (193 m.)..	3,440,300	7	" "	" "	1885	109½
Funded coupons (193 m.).....	676,300	7	May & Nov.	" "	1883	107
Appleton Ext. (23 m.& 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	106
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	106
1st Mort. (Gal. & Chi. U.) 248 m.	1,652,000	7	" "	"	1882	....
1st Mort. (Menominee River)..	560,000	6	Jan. & July.	"	1906	....
Mississippi River Bridge	163,000	7	" "	" "	1884	....
1st Mortgage (Peninsula).....	272,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	5,211,000	7	F. M. A. & N.	" "	1915	134½
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	" "	1902	120
1st Mort. S. F.(Madison Exten.)	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. S.F.(Menominee Ext.)	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chic.& Mil.R.W.)guar	1,700,000	7	Jan. & July.	" "	1898	....
1st Mort. (Bel.& Mad. R.R.)guar.	246,000	7		" "	1888	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $20,000 p. m. gold..	2,304,000	7*	Jan. & July.	Boston.	1903	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $10,000per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage skg. fund.....	124,000	7	Jan. & July.	New York.	1896	....
New Mort. bonds for $12,500,000	9,965,000	6	Jan. & July.	" "	1917	120½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	" "	1901	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
Chillicothe and Brunswick:						
1st Mort, guar.by St.L.,K.C.&N.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.&M.&C.	750,000	7	Jan. & July.	Baltimore.	1900	108
Cincinnati, Hamilton and Dayton:						
1st Mortgage of 1868.....	1,245,000	7	May & Nov	New York.	1880	....
2d Mortgage of 1865.....	494,000	7	Jan. & July.	" "	1885	....
Consol. S. F. M. for $3,000,000..	996,000	7	April & Oct.	" "	1905	....
Cincinnati,Ham.&Ind.(C.,H.&D.):						
1st Mort., guar. for $2,500,000...	2,500,000	7	Jan. and July.	New York.	1903	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	100
Consolidated Mortgage.....	471,000	7g	June & Dec.		1914	....
Cincinnati and Martinsville:						
1st Mort., guar. by I.,C. & La.F.	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.,H.&D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mortgage " "	65,000	7	" "	" "	1889	....
Cinc., Rich.& Ft. Wayne(G.R.&I.):						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Cley.:						
2d Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	97
1st Mort. (San., Day. & Cin.)S.F.	732,000	6	Feb. & Aug.	Boston.	1900	101½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	102
1st Mort. (Col., Spring. & Cinc.)	1,000,000	7	" "	New York.	1901	94
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	April & Oct.	New York.	1901	108½
2d Mortgage.....	588,255	7	Jan. and July.	" "	1902	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m....	2,000,000	7*	Jan. and July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	121
1st Mort. (C., C. and C. R. R.)..	125,000	7	June & Dec.	" "	'80-'84	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. and July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1911	111½
Clev & Mahoning V.(A.& Gt. W.):						
1st Mortgage, extended.....	740,500	7	Feb. and Aug.	New York.	1893	....
2d (now 2d)Mort.(skg fund) 1856	654,500	7	March & Sept.	" "	1876	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. and July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Extension)	950,000	7	" "	" "	1902	....
Income bonds.....	669,000	7	March & Sept	" "	1908	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cleveland and Pittsburg (Pa.Co.):	$					
Construction and Equip. bonds.	600,000	7	Jan. and July	New York.	1913	....
4th (now 3d) Mortgage guar.....	1,096,000	6	" "	" "	1892	112
Consol. sinking fund guar.....	1,487,000	7	May & Nov.	" "	1900	120
Clev., Painesville & Ashtabula:						
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	115
Cleveland and Toledo:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	109
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	117
Celebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1900	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. sk'g fund..	10,423,000	7	April & Oct.	New York.	1902	93½
2d Mortgage sk'g fund.....	3,692,000	7	Feb. & Aug.	" "	1909	52
Income convertible.....	3,547 000	7	" "	" "	1890	43½
1st Mort. (Chic. and Gt.Eastern)	451,000	7	April & Oct.	" "	'92-'95	....
2d Mort. (" ")	341,400	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	Feb. & Aug.	" "	1890	....
1st M., s.f.(" ")	23,650	7	May & Nov.	" "	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	10	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	309,500	7	Jan. & July.	" "	1853	....
2d Mortgage (Ind. Central).....	666,500	7	" "	" "	1882	....
1st Mort.(Tol., Logansp't & Bur.)	531,000	7	Feb. & Aug.	" "	1884	....
Income (" ")	74,024	7	" "	" "	....	....
1st Mort. (Union & Logansport)	755,000	7	April & Oct.	" "	1905	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage sk'g fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st M. on Branch(& 2d on main)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	634,000	7	" "	" "	1892	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000....	1,263,500	7	April & Oct.	Boston.	1893	111½
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage sk'g fund.....	.....	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage tax free.....	3,000,000	7	Jan. & July.	N. Y. & Bost.	1900	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	991,000	6	March & Sept.	Philadelphia.	1,2,3,4.	111
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage	160,000	7	May & Nov.	" "	1882	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	" "	"	1884	....
Danbury and Norwalk:						
Mortgage Bonds of 1860.....	100,000	7	Jan. & July.	New York.	1880	....
Mortgage Bonds of 1870.....	200,000	7	" "	" "	1890	....
Mortgage Bonds of 1872.....	200,000	7	" "	" "	1892	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....
2d Mortgage.....	300,000	7	"	"	1885	....
Danv., Urb., Bloom'gton & Pekin:						
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....
Davenport and St. Paul:						
1st Mort. gold sk'g fd $20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....
Dayton and Michigan (O.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar.....	426,000	7	March & Sept.	"	1884	....
3d Mortgage, guar.....	351,000	7	April & Oct.	"	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	"	'86-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Income Bonds	252,445	6	" "	"	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed).....	142,000	7	March & Sept.	New York.	1881	....
1st Mortgage (").....	495,000	8&7	Jan. & July.	"	1905	....
Decatur, Sullivan and Mattoon.						
1st Mortgage.....	600,000	8	March & Sept.	New York.	1901	....
Delaware and Bound Brook:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	115
Delaware (P. W. and Balt.):						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	107
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	104
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....
Consol. Mortgage Bonds.....	3,067,000	7	March & Sept.	" "	1207	117½
2d Mort. (Lack. & Bloomsburg)	216,200	7	Apr. and Oct.	" "	1880	....
1st M. Ext.(" ")	370,900	7	March & Sept.	" "	1885	....
Denver & Boulder Val.(Den. Pac):						
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....
Denver Pacific:						
1st Mortgage gold, land grant....	2,493,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, sk'g fund tax free.	3,024,500	7*	May & Nov.	N.Y.L.&Ams.	1900	107½
Des Moines and Ft. Dodge:						
1st Mortgage(scrypon).....	2,466,694	8	Jan. & July.	New York.	1904	...

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit & Bay City (Mich. Cent.):	$					
1st Mort. ($424,000 guar.).....	2,220,000	8	May and Nov.	New York	1902	75
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m....	1,664,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	500,000	7	May and Nov.	"	1868	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1907	....
2d Mortgage, (coupon) guar....	300,000	8	Jan. & July.	" "	1881	....
Detroit, Lansing and Northern:						
1st Mortgage.....	2,268,000	7	Jan. & July.	Boston.	1907	113
1st Mort. (Ionia and Lansing)..	770,000	8	" "	New York.	1880	...
2d Mort. (" ")...	81,000	8	May & Nov.	"	1900	...
Detroit & Milwaukee(Gt. W. of Ca.):						
1st Mortgage, (D.& M.R.'y).....	2,500,000	7	May & Nov.	New York	1878	...
2d Mortgage (").....	1,000,000	8	" "	" "	1875	...
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	...
2d Funded Coup. (")	375,734	7	May & Nov.	" "	1875	....
1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" "	1875	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1878	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1886	....
Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" "	1886	....
Bonds of June 30, 1866.....	1,702,317	6&7	Jan. & July.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1906	121
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	545,500	8	Jan. & July.	New York.	1889	113½
Dubuque and Sioux City:						
1st Mortgage 1st div.....	296,000	7	Jan. & July.	New York.	1893	104
1st Mortgage 2d division.....	556,000	7	" "	"	1894	....
Dubuque Southwestern:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred.....	78,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesboro':						
1st Mortgage guar. by Pa. R.R..	140,000	7	Jan. & July.	Philadelphia.	1885	...
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1896	113
East Tennessee, Virginia & Ga.:						
1st Mort., gur. fund for $3,500,000	2,999,000	7	Jan. & July.	New York.	1900	113½
2d Mortgage.....	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (E.T. & Ga. old)	636,000	6	" "	" "	'90-'95	....
Company Bonds (" new)	136,400	6	" "	" "	1876	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	100
Loan of 1867	.....	7	" "	"	1867	....
Loan of 1868.....	.....	6	" "	"	'88-'89	....
Loan of 1869.....	.....	6	May & Nov.	"	1889	....
Ten year coupon notes.....	.....	7	.....	"	1882	....
Ten year coupon notes.....	.....	7	.....	"	'82-'84	....
Sinking Fund Bonds.....	.....	7	May & Nov.	"	1884	....
Sterling Sink. Fd. Bonds.....	2,149,500	6*	March & Sept.	London.	1893	....
Certif. of Indebt. Sept. 1, 1876 ..	13,351,500	4½*	" "	Boston.	1906	96
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1890	....
2d Mortgage	200,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1899	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	100½
Income Mortgage guaranteed ..	570,000	6	April & Oct.	"	2862	85
Erie Railway:						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York	1897	127
2d Mortgage.....	2,174,000	6*	March & Sept.	" "	1919	105
3d Mortgage.....	4,852,000	7	" "	" "	1883	107
4th Mortgage convertible.....	2,937,000	7	April & Oct.	" "	1880	104½
5th Mortgage convertible.....	709,500	7	June and Dec.	" "	1888	111½
Buffalo Branch, 1st mortgage...	182,500	7	Jan. & July.	" "	1891	....
Long Dock Mortgage.....	3,000,000	7	June and Dec.	" "	1893	115
1st Consol. Mortgage gold...	16,656,000	7*	March & Sept.	N Y & London.	1920	120
1st Consol. Mort. Coup. Bonds.	3,888,000	7*	" "	" "	1920	87½
Erie and Pittsburg (Penn.):						
1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,800	7	April & Oct.	" "	1890	....
Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" "	1896	103½
Equipment Mortgage	780,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	Boston.	1894	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	New York.	1899	....
Evansville and Crawfordsville:						
1st Mortgage (51 miles)sk'g. fund	302,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (109 m.) "	636,000	7	May & Nov.	" "	1887	....
1st Mort. (Rockville Extension).	147,000	7	Feb. & Aug.	" "	1890	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
2d Mortgage gold.....	325,000	7*	Jan. & July.	"	1903	....
Fall River, Warren & Prov.(B&P):						
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1892	....
Fitchburg:						
Bonds of 1874.....	500,000	7	April & Oct.	Boston.	1894	....
Bonds of 1877.....	500,000	6	" "	"	1897	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)..	2,710,000	8	March & Sept.	New York	1896	....
Flint & Holly S. F. ($35,000 p.v.)	425,000	10	May & Nov.	"	1883	....
1st Mort.(Bay C. & R.Aug.)guar.	100,000	10	Jan. & July.	Newark.	1892	....
Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mort. sk'g fd.(H., W.& Mon.)	1 200,000	8	Jan. & July.	"	1891	....
Consolidated Sinking Fund.....	1,771,000	8	May & Nov.	"	1902	90
Construction Loan.....	200,000	8	Jan. & July.	"	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Florida	$					
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May & Nov.	New York.	1889	....
2d Mort. (")	400,000	7	" "	" "	1900	....
1st Mort. (Central of L. I.)	1,000,000	7	Mar. & Sept.	" "	1902	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	May and Nov.	" "	1905	....
1st Mort. (North Shore)	149,000	7	Feb. & Aug.	" "	1885	....
1st Mort. (Whitestone & W.)	93,000	7	Jan. & July.	" "	1893	....
1st Mort. (N. Y. & Flushing.)	25,000	7	Mar. & Sept.	" "	1880	....
Fonda, Johnstown & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage, traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1881	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	509,000	8	" "	"	1896	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	75
2d Mortgage	100 000	8	" "	"	1885	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	150,000	6*	April & Oct.	Baltimore.	1901	....
Fremont Elkhorn & Mo.(SC&P):						
1st Mortgage	690,000	7	April & Oct.	.....	1901	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,692,000	7	Feb. & Aug.	New York.	1882	103½
Galv., Harrisburg & San Antonio.						
1st Mortgage	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....
Galveston, Houston & Henderson:						
1st Mortgage	1,493,000	7*	Jan. & July.	New York.	1890	85
Geneva, Ithaca and Athens:						
1st Mortgage, skg. fd., guar.	600,000	7*	Jan. and July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"		....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown (Erie):						
1st Mortgage	246,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	2,003,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,000,000	8	Jan. & July.	New York.	1886	109
2d Mortgage	500,000	8	March & Sept.	" "	1909	108½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	1877	....
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....
1st Preference Bonds £3,218,149	16,090,745	5*	Jan. & July.	"	Irred.	....
2d Preference Bonds £2,827,806	11,639,040	4*	" "	"	"	....
3d Preference Bonds £7,163,910	35,819,550	4*	" "	"	"	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada						
Mortgage Bonds £127,000	635,000	6	Jan. & July.	London.	1876	....
Mortgage Bonds £547,000	2,735,000	5½	April & Oct.	"	'77-'78	....
New Bonds £1,000,000	5,000,000	6	June & Dec.	"	1890	....
Debenture Bonds £1,743,160	8,715,800	5	Jan. & July.	"	Perp.	....
Great Western Railway of 1859:						
1st Mort., ass'd by T., W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	103½
2d Mort., " "	2,500,000	7	May & Nov.	"	1893	106½
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	.....	1900	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	185,000	7	May & Nov.	New York.	1889	....
Gulf, Western Texas and Pacific:						
1st Mortgage (Construction)	1,386,000	7*	Jan. & July.	.....	1902	....
Hannibal and Naples (T. W. & W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	....
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Cent. Mo. (T. W. & W.)						
1st Mortgage, tax free	1,000,000	7	May & Nov.	New York.	1890	110
2d Mortgage	250,000	7	" "	" "	1892	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	105½
Fifteen years' bonds (277 m.)	4,000,000	8	March & Sept.	" "	1885	108½
1st Mort. (Q. & Palm. R. R. 15 m)	435,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55 m)	1,200,000	10	Jan. & July.	" "	1892	....
General Land Mortgage (277 m.)	492,000	7	" "	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	105
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic.						
2d Mortgage	100,000	7	Feb. & Aug.	New York	1885	....
3d Mortgage of 1862	300,000	6	April & Oct.	Bost. & New.	1889	....
Equipment Bonds	150,000	7	.....	Bridgeport.	1883	....
Houston and Texas Central:						
1st Mortgage L. G. skg fund, gold.	6,227,000	7*	Jan. & July.	New York	1891	108
1st Mortgage (Western Div.)	2,375,000	7*	" "	" "	189	108½
1st Mort. (Waco & N W. Div.)	940,000	7	" "	"	1903	105
Income and Indemnity bonds	1,389,500	7	May & Nov.	"	....	95
Consolidated Mortgage	3,864,000	8	April & Oct.		1912	109½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Huntingdon and Broad Top Mt.:	$					
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	114
2d Mortgage	267,500	7*	Feb. & Aug.	"	1895	108
Consolidated Mortgage	1,383,000	7	April & Oct.	"	1895	64½
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, Sinking Fund	4,393,000	5*	" "	"	1903	....
Sterling Bonds, £200,000	1,000,000	5*	June & Dec.	"	1905	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage, guaranteed	900,500	8	April & Oct.	Boston.	1890	115½
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mort. (Nor. Div.) $22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	78
1st Mortgage Extension gold	5,500,000	7*	Jan. & July.	" "	1912	....
2d Mortgage	1,500,000	8	" "	" "	1890	64½
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	....
Convertible B'ds (")	1,473,000	8	Feb. & Aug.	" "	1892	....
1st Mortgage (Hous. & Gt. N. R. R.)	4,211,000	7*	Jan. & July.	" "	1900	....
Convert. B'ds (" ")	1,677,000	8	Feb. & Aug.	" "	1892	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage of 1867	2,800,000	7	Feb. & Aug.	New York.	1897	....
1st Mortgage of 1869	2,000,000	7	June & Dec.	" "	1899	....
Funded Interest Bonds, coupon.	469,100	7	March & Sept.	" "	'78-'88	....
Equipment Bonds, registered	375,000	10	" "	"	1883	62½
1st Mort. (Ind'polis & Cin.) 1868.	1,800 000	7	April & Oct	" "	1888	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,497,000	7	Jan. & July.	" "	'77-'82	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1919	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1919	....
1st Mortgage		7	April & Oct.	" "	1919	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	378,000	10	Jan. & July.	" "	1881	....
Ionia and Lansing (I., L. & L. M.):						
1st Mortgage, $35 per bar	770,000	8	Jan. & July.	New York.	1890	....
2d Mortgage	81,000	8	May & Nov.	" "	1886	....
Iowa Falls and Sioux City.						
1st Mortgage	2,960,000	7	April & Oct.	New York.	1917	108½
Iowa Midland (C. & N. W.):						
1st Mort., $18,000 p.m., guar.	1,350,000	8	April & Oct.	New York.	1900	120
Ironton (Penna.)						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens (Penn.):						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	....
Jackson, Lansing & Saginaw (MC):						
1st Mortgage guar.	1,092,000	8	Jan. & July.	New York.	1885	100
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	107½
Consolidated Mortgage (236 m.)	1,943,000	8	March & Sept.	" "	1891	105½
Jacksonville, North West & S. East:						
1st Mortgage	610,000	7*	Jan. & July	New York.	1902	....
Jacksonville, Pensac. and Mobile:						
1st Mortgage	472,000	7	Jan. & July.	New York.	1880	....
2d Mortgage	3,000,000	8	" "	" "	1890	....
Jamest'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	204,000	7	Jan. & July.	New York.	1887	108
2d Mort. (")	84,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Jersey City and Albany:						
1st Mortgage	250,000	7*	Jan. & July.	New York.	1913	....
1st Mortgage (Ridgefield Park)	300,000	7	May & Nov.	" "	1912	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	105
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	352,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L S & M So.	840,000	8	Jan. & July.	New York.	1888	110½
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L. S. & M. S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S Haven (M. Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1889	....
Kalamazoo & White Pigeon						
1st Mort. assumed by L. S. & M. S.	400,000	7	Jan. & July.	New York.	1890	113
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	.....	7	Jan. and July.	N. Y. & Bost.	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort. (St. Jo. & CB. 78 m) conv.	1,400,000	10	March & Sept.	" "	1892	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1895	....
1st Mort. (" ") gld	1,000,000	7*	" "	" "	1895	....
Consolidated Mort. (260m.) conv.	837,000	7	March & Sept.	" "	1890	113
New Consol. Mort. for $3,000,000	947,000	8	Feb. & Aug.	Boston.	....	....
Kansas City & Santa Fe (L. L. & G)						
1st Mortgage for $3,000,000	720,000	10	May & Nov.	Boston	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Kansas Pacific:	$					
1st Mort. (1st Div. 140 m.) gold..	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	118
1st Mort. (2d Div. 253.94 m.)gold	4,063 000	6*	June & Dec.	" "	1896	118
1st M.(3dD.244.66m.& 3,000,000a)	6,411,000	7*	May & Nov.	N. Y. L. & F.	1899	110½
1st Mort. (1,000,000 acres).....	.....	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mort. (2,000,000 acres)gold...	1,722,250	7*	Jan. & July.	N. Y., L. & F.	1880	117½
2d Mort. (")gold...	1,500,000	7*	March & Sept.	" "	1886	101½
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	115
2d Mortgage (Gov't Subsidy)....	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	71
Kent County (Del.)						
1st Mortgage for $600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
2d Mort.(Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1882	....
3d Mortgage.....	237,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mortgage.....	1,947,000	7	April & Oct.	New York.	1904	98
Funded Interest.....	254,300	8	" "	" "	1884	...
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.....	317,000	8	April & Oct.	Boston.	1879	98½
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	April & Oct.	New York.	1878	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Erie and Louisville:						
1st Mortgage.....	1,092,000	7	April & Oct.	New York.	1892	...
2d Mortgage.....	590,000	7	Jan. & July.	" "	1903	....
Lake Ontario Shore:						
1st Mortgage ($20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....
Lake Shore & Michigan South'n.:						
Sinking Fund Mortgage.....	.....	7	April & Oct.	New York.	1879	....
Consol. Mort., S.F., Regist'd.. }	9,441,000	7	J. A. J. & O.	" "	1900	124
Consol. Mort., S.F., Coupon.. }		7	Jan. & July.	" "	1900	123½
2d Consol. Mort. for $25,000,000.	10,460,000	7	June & Dec.	" "	1903	118½
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	...
Lake Shore Dividend Bonds....	1,356,000	7	" "	" "	1899	120
Reg. Mort. (Clev.,Pain. & Ash.)	.....	7	Jan. & July.	" "	1880	..
3d Mort. (" ")	920,000	7	April & Oct.	" "	1892	...
1st Mort. (Mich. S. & Nor. Ind.)	5,256,000	7	May & Nov.	" "	1885	...
2d Mort. (" ")	.....	7	" "	" "	1877	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	...
Mort. Bonds (Buffalo & St. L.	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1893	118½
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	..
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal.,Allegan & Gr. Rap.)	840,000	8	" "	" "	1868	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" var		....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Shore & Tuscarawas Valley:						
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....
2d Mortgage, for $1,000,000.....	696,000	7	.....	" "	....	....
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov	" "	1892	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph.	1896	20½
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	" " "	1900	....
Income Bonds.....	3,200,000	10	" "	" " "	1902	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo...	500,000	7	April & Oct.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold...	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	42½
1st Mort.(K. C. & San. Fe)guar.	720,000	10	May & Nov.	Boston.	1890	....
1st Mort. (Southern Kan.) guar.	160,000	8	June & Dec.	"	1891	....
Lehigh and Lackawanna:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (new loan)..... }	5,000,000	6	June & Dec.	Philadelphia.	1898	118
1st Mortgage (")reg... }		6	" "	"	1898	118½
2d Mortgage for $6,000,000	6,000,000	7	March & Sept.	"	1910	127½
General Mort. for $40,000,000. }	13,804,000	6*	June & Dec.	"	1923	113½
General Mort., registered.... }		6*	" "	"	1922	113½
Lewisb., Centre & Spruce C.(P. & E):						
1st Mortgage.....	1,545,000	7	May & Nov.	Philadelphia.	1902	....
Lexington & St. Louis (A. & P.):						
1st Mortgage gold.....	900,000	6*	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	97½
Street Connection Bonds.....	525.000	6	Jan. & July.	Cincinnati.	1894	....
Cincinnati Loan.....	100,000	6	May & Nov.	"	1880	.. ..
Little Rock and Fort Smith:						
1st Mortgage gold.....	3,500,000	6*	Jan. & July.	N. Y. & Bost.	1900	52
Land Grant sinking fund.....	2,000,000	7	" "	" "	1905	101½
Little Rock, Pine Bl. & N. Orleans:						
1st Mortgage.....	750,000	7	Apr. and Oct.	New York.	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, Skg. Fd.....	759,500	7	Apr. and Oct.	Philadelphia.	1877	101
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold.....	1,500,000	8*	F. M. A. & N.	New York.	1900	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	Philadelphia.	1890	....
1st Mortgage (Glen Cove Br.)...	150,000	6	May & Nov.	"	1893	....
General Mortgage.....	775,000	7	" "	New York.	1909	110
Louisiana & Mo. Riv. (Ch. & Al).						
1st Mortgage.....	1,354,000	7	Feb. & Aug.	New York.	1900	112
Louisville, Paducah and S. W.:						
1st Mortgage.....	3,000,000	8	March & Sept.	New York.	1900	....
2d Mortgage.....	909,000	7	May & Nov.	" "	1898	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Louisville, Cincin. and Lexington:	$					
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mort. (L., Cin. & Lex. R.R.)	3,000,000	7	" "	" "	1897	....
New Mort. (L., Cin. & L. R.W.)	275,300	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
Ten Year Mortgage Gold bonds	2,000,000	7*	May & Nov.	New York.	1883	105½
Mort. main office lot & building	60,000	7	" "	Louisville.	1883	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	"	'80-'85	....
1st Mort. (Memphis and Ohio)..	3,500,000	7	June & Dec.	New York.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,270,770	6*	Feb. & Aug.	" "	1902	....
1st Mort. (Cecilian Branch)....	1,000,000	7	Mar. & Sept.	" "	1907	106
Consol. M. for $8,000,000(392 m.).	7,070,000	7	April & Oct.	" "	1898	117½
Louisville Loan..... ...	850,000	6	" "	" "	'86-'92	....
Louisville Loan (Lebanon Br.).	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	Louisville.	1893	99½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1902	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R..	300,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not endorsed.....	100,000	7	" "	" "	1897	....
Construct. Mort. end. by Ga. RR.	370,000	7	" "	" "	1879	....
Macon and Brunswick.						
1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1897	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage.....	1,100,000	7	April & Oct.	" "	1899	....
Equipment Mortgage.....	150,000	7	" "	" "	1879	....
Madison and Portage:						
1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Mahoning Coal:						
1st Mortgage.....	1,480,000	7	Jan. & July	New York.	1902	....
Maine Central:						
Consolidated Mortgage.....	2,795,500	7	April & Oct.	Boston.	1912	108½
$1,100,000 Loan, tax free.....	756 500	6	Jan. & July.	"	1898	91
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
1st Mort. (Belfast & Moosehead)	150 000	5*	May & Nov.	Belfast & Bost.	1890	....
$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Jan. and July.	Boston.	'90-'91	96
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Augusta.	1885	....
Consol. (Port. & Kennebec.)Loan	1,166,700	6	" "	Boston.	1895	93½
2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1876	....
1st Mort. (Leeds & Farm'gton).	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan.....	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.O.& F.):						
1st Mortgage, guaranteed.....	800,000	7	Jan. & July.	Boston.	1880	95
Marietta and Cincinnati:						
1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	115
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891	116
2d Mortgage Dollar.....	2,500 000	7	May & Nov.	"	1896	81½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	44½
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	800,000	7	May & Nov.	"	1886	....
Marietta, Pittsburg & Cleveland:						
1st Mortgage gold.....	1,500,000	7*	Feb & Aug.	New York.	1896	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)..	1,760,000	8	Jun. & Dec.	New York.	1902	113½
1st Mort. (Houghton and Ont.).	2,000,000	8	Jan. & July.	" "	1892	....
Consolidated Mortgage.....	1,454,000	8-10	Various.	" "	'92-'03	86
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed.....	400,000	6*	Jan. & July.	Boston.	1910	99
Maryland and Delaware:						
1st Mortgage.....	350,000	6	May & Nov.	Boston.	1885	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1900	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	100
2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	99
Tennessee State Loan.....	1,314,142	6	" "	" "	....	....
Income Bonds.....	600,000	10	March & Sept.	" "	'75-'75	....
Memphis and Little Rock:						
1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1899	....
2d Mortgage.....	1,000,000	8	.....	" "	....	....
Metropolitan Elevated:						
1st Mortgage $ or £.....	3,503,000	6*	Jan. & July.	New York.	1908	104½
Michigan Air Line (Mich. Cent.):						
1st Mort.(South Bend Div.)assud	200,000	8	May and Nov.	New York.	1890	104½
Michigan Central:						
1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage sinking fund conv.	2,179,000	8	" "	"	1882	108½
Consol. Mortgage for $10,000,000	8,000,000	7	May & Nov.	New York.	1902	124
1st Mort. (Mich. Air Line)assu'd	1,900,000	8	Jan. & July.	" "	1890	112½
Equipment Bonds for $800,000..	556,000	8	Apr. and Oct.	N. Y. & Bost.	1882	106
Michigan Lake Shore:						
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L.S.& M.S.	5,256,000	7	May & Nov.	New York.	1885	111
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May & Nov.	New York.	1896	....
Midland of Canada:						
1st Mortgage sterling £335,000..	1,675,000	6*	May & Nov.	London	1908	....
Midland Pacific:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Mifflin and Centre Co. (Pa.):						
1st Mortgage.....	200,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee and St. Paul—						
See Chicago, Mil. & St. Paul						
Milwaukee, Lake Sh. & Western:						
1st Mortgage.....	750,000	7	June & Dec.	New York.	1898	....
Milwaukee and Northern						
1st Mortgage.....	2,134,000	8	June & Dec.	New York.	1901	....
Mineral Point						
1st Mortgage.....	220,000	8	Jan. & July.	Detroit	1899	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage guid, guaranteed..	400,000	7	Apr. and O.t.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Minneapolis & St. L. (B., C. R. & N.):	$					
1st Mortgage gold, guaranteed..	150,000	7*	Jan. & July.	New York.	1911	102½
Minnesota Valley (C. & N. W.):						
1st Mortgage.....	150,000	7	April & Oct.	New York.	1908	....
Mississippi Cent. (N. O. St. L. & Chi.):						
1st Mortgage.....	1,012,500	7	May & Nov.	New York.	'74-'84	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	" "	1886	....
General Mort. for $8,000,000 gold	3,708,500	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold.....	2,040,000	7*	Jan. & July.	.....	1900	....
Mississippi and Tennessee:						
1st Mortgage, Series A.....	1,000,000	8	April & Oct.	Memphis.	1902	....
2d Mortgage, Series B.....	1,100,000	8	Jan. & July.	"	1902	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.....	800,000	7	Feb. & Aug.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,646,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F..	349,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	" "	1904	105½
First Additional Consol. Mort..	2,500,000	7	" "	" "	1905	....
Second Add. Consol. Mort.....	1,182,000	7	" "	" "	1906	67
Third Additional Consol. Mort..	600,000	7	" "	" "	1905	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	85
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....
Mobile and Girard.						
1st Mortgage.....	377,500	7	Jan. & July.	Savannah.	1876	....
2d Mort. end. by Cent. R. R. of Ga.	300,000	8	" "	New York.	1889	....
Plain bonds.....	83,500	8	" "	Savannah.	1887	....
Mobile and Montgomery:						
1st Mort. endor. by State of Ala.	2,434,000	8*	May & Nov.	New York.	1900	....
2d Mortgage.....	800,000	8	" "	" "	1900	....
Mobile and Ohio:						
1st Mortgage, issue of 1879....	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	103½
First Preferred Debentures.....	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr. non-acc.	New York.	Sinking fund.	82
Second Preferred Debentures..	1,350,000	7		"		50½
Third Preferred Debentures...	600,000	7		"		35
Fourth Preferred Debentures..	900,000	7		"		36½
Montclair (N. Y. and O. Mid.):						
1st Mortgage gold, guar.....	1,800,000	7*	March & Sept.	New York.	....	....
2d Mortgage.....	780,000	7	.....	" "	....	....
Income Mortgage.....	888,400	7	.....	" "	....	....
Montgomery and Erie (Erie):						
1st Mortgage.....	127,900	7	May & Nov.	New York.	1888	....
2d "	47,000	7	April & Oct.	" "	1887	....
Montgomery and Eufaula:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	330,000	8	June and Dec.	" "	1900	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free.....	500,000	7*	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	134
2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	" "	1891	116
Convertible bonds.....	384,000	7	Jan. & July.	" "	1900	103
Construction bonds.....	573,000	7	Feb. and Aug.	" "	1889	103
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	114½
Special Mortgage..	1,025,000	7	.....	" "	....	....
Consol. mort. for $25,000,000 guar	8,239,000	7	June & Dec.	" "	1915	114½
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn....	1,100,000	6	Jan. & July.	New York.	'74-'83	....
2d Mort. (Held by U. S. Gov.)..	1,000,000	4	" "	"	'81-'91	....
New Mortgage.....	4,700,000	7	" "	"	1913	110½
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,900,000	7	Jan. & July.	New York.	1900	111½
2d Mortgage gold	206,000	6*	April & Oct.	Nashville.	1887	....
Nashua and Lowell.						
Bonds for freight depot.....	200,000	6*	Feb. & Aug.	Boston.	1893	103
Newark & New York (C. of N. J.).						
1st Mortgage guar.....	800,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	96
New Bedford:						
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	98½
New Issue for $300 000.....	400,000	7	" "	"	1894	105
New Haven and Derby:						
1st Mortgage.....	525 000	7	Various.	New Haven.	'98-'00	....
New H., Middlet'n & Willimsn.:						
1st Mortgage (coup. & reg).....	3,000,000	7	May & Nov.	New York.	1889	....
2d Mortgage.....	2,000,000	7	.....	" "	1881	....
New Haven and Northampton:						
1st Mortgage.....	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free.....	750,000	6	April & Oct.	" "	'80-'82	....
Holyoke and Westfield bonds..	200,000	7	" "	" "	1891	....
New Jersey Midland (N. Y. & O. M.):						
1st Mortgage gold, guar..... ..	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage.....	1,500,000	7	" "	"	1881	....
New Jersey and New York:						
1st Mortgage.....	600,000	7*	March & Sept.	N. Y. & Lond	1893	....
New Jersey Southern:						
1st Mortgage.....	2,000,000	7	May & Nov.	New York	1889	39½
1st Mort. (Tom's River Branch)	120.000	6	April & Oct.	"	1888	....
2d Mortgage.....	1,000,000	7	March & Sept.	"	1881	....
Consol. Mort. for $7,000 000.....	5,300,000	7	April & Oct.	"	1903	....
Income Mortgage.....	750,000	7	" "		1881	....
New Jersey Wes line						
1st Mort. sold for $2,00(000....	1,200,000	7	May & Nov.	New York.	1900	....
New London Northern (Con. Vt.):						
1st Mortgage.....	202,000	6	April & Oct.	New York.	1885	101½
2d Mortgage.....	500,000	7	June and Dec.		1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
N. O., Jack. & Gt. N. (N. O. St. L. & C.):	$					
1st Mortgage.....	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $3,000,000.....	1,500,000	8	April & Oct.	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mort. (N. Orleans to Texas)	7,250,000	8	" "	New York.	1915	....
2d Mort. endorsed by Louisiana.	2,825,000	8	" "	"	1915	....
New York, Boston and Montreal:						
1st Mortgage for $12,250,000.....	6,250,000	7*	Feb. & Aug.	N. Y. or Lond.	1889	....
New York & Canada (D. & H. C.):						
1st Mort. for £800,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	100
Bonds for R. & N. F. stk (")	74,500	6	May & Nov.	" "	1883	....
Bonds for R. R. Stocks (")	592,000	6	" "	" "	1883	104
Bonds for Real Estate (")	167,000	6	" "	" "	1883	102½
Bonds of 1854 renewed (")	2,391,000	6	June & Dec.	" "	1887	111½
2d Mort. (Hudson River) S. F..	1,794,000	7	" "	" "	1885	112
Bonds of 1871, tax free.....	1,950,000	7	April & Oct.	" "	1891	....
1st Mort., coup. } for $30,000,000	18,465,000	7	Jan. & July.	" "	1903	130½
1st Mort., reg'd }		7	" "	" "	1903	130
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York and Harlem:						
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	New York.	1881	....
Consol. Mort. of 1872, coupon. }	10,500,000	7	May & Nov.	" "	1900	130
Consol. Mort. of 1872, reg... }		7	" "	" "	1900	....
New York Elevated:						
1st Mortgage.....	8,500,000	7	Jan. & July.	New York.	1906	111½
N. York, Housatonic & Northern:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1902	....
New York, Kingston & Syracuse:						
1st Mort. for $4,000,000.....	2,500,000	7*	Jan. & July.	New York.	1902	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	7	.....	New York.	1903	....
New York and New England:						
1st mortgage, old.....	.....	7	March & Sept.	Boston.	1884	....
1st mortgage, new.....	4,708,000	7	Jan. & July.	"	1905	110½
New York and Oswego Midland:						
1st Mortgage gold, tax free.....	8,000,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1895	....
2d Mortgage non-convertible ...	1,500,000	7	" "	"	1896	....
3d Mort., Equipment.....	3,800,000	7	.....	"	....	....
1st Mort., (West. Extension)...	2,425,000	7	.....	"	....	....
Consolidated Mortgage.....	1,200,000	7	.....	"	....	....
New York, Providence & Boston:						
Extension Bonds.....	50,000	6	May & Nov.	New York.	'78-'81	....
General Mort. for $1,000,000.....	1,000,000	7	Jan. & July.	"	1899	....
Norfolk & Petersburg (A. M. & O.):						
1st Mortgage.....	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage.....	157,000	7	" "	" "	1877	....
2d Mortgage	454,000	8	" "	Norfolk.	1893	109
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Eastern (S. Car.):						
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage.....	232,500	8	" "	"	1899	....
North Missouri (St. L., K. C. & N.):						
1st Mortgage.....	3,000,000	7	Jan. & July.	New York.	1895	118½
North Pennsylvania:						
1st Mortgage.....	1,980,500	6	Jan. & July.	Philadelphia.	1885	105½
2d Mortgage.....	1,500,000	7	May & Nov.		1896	115
General Mortgage.....	2,035,000	7	Jan. & July.		1903	114
North Shore (Fluah., N. S. & Cent):						
1st Mortgage.....	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	108½
3d Mortgage Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	116
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	112½
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup..	2,790,000	6*	Jan. & July.	Lond. & Balt.	1904	109½
Consol. General Mort. Coupon.	1,885,000	6*	" "	"	1894	....
Second General Mort. coupon..	3,000,000	5	"	Baltimore.	1928	92
Second General Mort. coupon..	1,000,000	6	"	"	1928	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.....	400,000	7	Jan. & July.	Jersey C	1878	....
Northern Pacific:						
1st Mort. on R. R. & lands gold..	529,400	7.3*	Jan. & July.	New York.	1900	66
Northwestern Virginia:						
3d Mort., assumed by B. and O	140,000	6	Jan. & July.	Baltimore.	1885	106½
Northwestern Union (C. & N. W.):						
1st Mortgage.....	3,500,000	7*	March & Sept.	New York.	1917	....
Norwich & Worcester (B. H. & E.):						
1st Mort. Mass. Loan, skg. fd....	400,000	6*	Jan. & July.	Boston.	1877	....
Construction Bonds.....	400,000	6	March & Sept.	"	1897	113
Nyack and Northern:						
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds.....	392,000	8	March & Sept.	"	1890	102½
Ohio and Mississippi:						
Consolidated Mort. Bonds.....	3,067,000	7	Jan. & July.	New York.	1898	116
Consolidated S. F. Mortgage....	3,478,000	7	" "	" "	1898	116
Consolidated Mort., Sterling....	112,000	7*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	117
Income and Funded Debt Bonds	174,000	7	" "	New York.	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	New York.	1883	....
1st Mort. (Springfield Division.)	1,915,000	7	May & Nov.	" "	1905	103½
Old Colony.						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	110
Plain Bonds	82,000	5	" "	"	1884	103½
Plain Bonds.....	1,450,000	6	Feb. & Aug.	"	1897	113
New Bonds for $3,000,000.....	1,602,000	7	March & Sept.	"	1894	119½
Cape Cod Railroad Bonds.....	265,500	7	Feb. and Aug.	"	1881	102½

AMERICAN RAILROAD BOND L ST.

An Asterisk (*) affixed t rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Oil Creek (Pittsb., T. & Buffalo):	$					
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1896	103
Omaha and Northern Nebraska:						
1st Mort. Land Grant, Gold	618,000	7 3	Jan. & July.	New York.	1901	.. ..
Omaha and Republican Valley:						
1st Mortgage	742,000	7	F. M. A. & N.	New York.	1897	..
Omaha and Southwestern:						
1st Mortgage	1,034,000	8	June & Dec.	Boston.	1890	120¼
Oregon and California:						
1st Mortgage, gold	10,960,600	7*	April & Oct.	Frankfort.	1890	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	'73-'93	....
Oshkosh & Miss. (C., M. & St. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	203,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.&W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage	338,000	7	Mar & Sept	" "	1907	....
Ottawa Oswego and Fox River:						
1st Mortgage guar by C.,B. &Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	122¼
Pacific of Missouri:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	108
2d Mortgage sinking fund	2,654,000	7	Jan & July.	" "	1891	109¼
3d Mortgage	4 500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch).	250,000	6*	April & Oct.	" "	1893	..
Paducah and Elizabethtown:						
1st Mortgage	216,000	8	Feb. & Aug.	New York.	1897	....
Second Mortgage Income	1,200,000	7	April.	" "	1897	....
Panama:						
General Mortgage, stg. £797,800	3,877,308	7*	April & Oct.	London.	1897	....
Paris and Danville:						
1st Mortgage	2,500,000	7	Jan. & July.	N. Y. & Lond	1892	....
Paterson, Newark & N. Y. (Erie):						
1st Mortgage, guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T.W.&W.):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug	New York.	1900	....
Pemberton & Rights (UC of NJ)						
1st Mortgage, guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pennsylvania:						
1st Mort. (Harrisburg to Pittsb.)	4,970 000	6	Jan. & July.	Philadelphia.	1880	101¼
General Mortgage	19,999,760	6	J. A. J. & O.	"	1910	121¼
General Mortgage, registered.		6	" "	"	1910	120
Consolidated Mortgage	22,301,540	6*	Jan. & July.	London.	1905	117
State lien for $7,500,000, skg fd.	4,091,675	5	April & Oct.	Philadelphia.	'77-'90	....
Navy Yard bonds, reg	1,000,000	6	Jan. & July	"	1881	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	.....	....	....
Pennsylvania Company:						
Judgment bonds	6,400,000	6	.....	Philadelphia.	Dem.	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	106¼
Pennsylvania Coal:						
1st Mortgage	462,000	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgag	1,083,000	7	Feb. & Aug.	Philadelphia.	1903	....
2d Mortgage	19,000	7	April & Oct.	"	1903	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	120
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	123
Peoria & Bureau Val.(C.R I.&P.):						
1st Mortgage guaranteed	200,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F.	1,125,000	6*	June & Dec	"	1913	....
Petersburg:						
1st Mortgage (instalments)	500,000		Jan. & July.	New York.	'79-'98	....
2d Mortgage	500,000		May & Nov.	" "	1902	....
Philadelphia and Atlantic City:						
Mortgage for $500,000	350,000	7	Jan. & July.	Philadelphia	1907	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.).	300,000	6	" "	"	1891	....
2d Mortgage (Pa. & Md. 45 m.)	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie 40m)	976,000	7	April & Oct.	Philadelphia	1897	115
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	104
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	114
General Mort. for $20,000,000	8,680,000	6*	" "	Phil. or Lond	1920	....
Philadelphia and Reading:						
Loan of 1868, debenture	1,126.500	6	Jan. & July.	Philadelphia.	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510.500	6	" "	"	1910	....
Mortgage Loan of 1868	2,760,000	7	April & Oct.	"	1893	117
Mor gage Loan of 1836, stg.	182,400	5*	Jan. & July.	London.	1910	....
Mortgage Loan of 1843, stg.	967,200	6*	" "	"	1910	....
Mortgage Loan of 1836, stg.	134,400	7*	" "	"	1893	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,310,000	7	June & Dec.	Philadelphia.	1911	115
	Dollar registered	3,339,000	7	" "	"	1911	115
	Gold or stg coup	6,999,000	6*	" "	Phil. or Lond.	1911	104¼
	Gold or stg reg.	663,000	6*	" "	" "	1911	106¼
	Dollar coupon	305,000	6*	" "	Philade phia.	1911	102¼
New deben. loan, conv		10,499,900	7	Jan. & July.	"	1893	....
New Improvement Mort. Loan		9 364,000	6*	April & Oct.	Phil. or Lond.	1897	....
Gen'l Mort stg. S.F.($60 000,000)		19,686,000	6*	Jan. & July	" "	1908	70¼
Income Mortgage of 1876		2,218,000	7	June & Dec.	Philadelphia.	1896	52
Phila. & Reading Coal and Iron:							
Guar. Mortgage for $30,000,000.		13,036,500	7	Various.	Philadelphia.	'92-94	....
Debentures guaranteed		1,731,000	7	March & Sept.	"	1892	....
Pittsburg, Titusville and Buffalo:							
Consolidated Mortgage		1,155,000	7	Feb. & Aug.	Philadelphia.	1888	77¼
Funding Income		515,933	7	" "	"	1896	....

Description of Bonds.	Amount.		Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Philadelphia, Wilmington & Balt:	$					
Mortgage Loan, convertible	253,500	6	Jan. & July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	" "	1892	....
Loan of 1875	800,000	6	" "	" "	1900	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	332,300	7	April & Oct.	Philadelphia.	1890	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	New York.	1928	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	436,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10,000,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	119
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	137¼
1st Mortgage (Series B)	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	120
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,583,000	7	April & Oct	New York.	1902	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. and July	Baltimore.	1896	119
1st Mort. (Turtle Cr. Div.10¼ m)	226,000	6	Feb. & Aug.	Pittsburg.	1889	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Real Estate Mortgage	100,000	6	.....	Baltimore.	1883	....
Portland & Ogdensb (Me.&N.H.)						
1st Mortgage, gold	794,000	6*	Jan. & July	Boston.	1900	....
New Mort. gold, for $3,300,000.	1,855,000	6*	May and Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold	2,300,000	6*	May and Nov	N. Y. & Bost.	1891	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	360,000	7	April & Oct.	"	1857	....
2d Mort. (Portland Loan)	450,000	7	March & Sept.	"	1891	....
Port Royal and Augusta:						
1st Mortgage, S. F.	250,000	6	Jan. & July.	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
Bonds guar. by Eastern R. R.	486,000	4½	June & Dec	Boston.	1957	80
Poughkeepsie, Hart. & Boston:						
1st Mort. for $300,000	35,000	...	.....	.....	....	....
2d Mortgage	500,000	...	.....	.....	....	....
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
1st Mortgage	500,000	6	Jan. & July.	Providence.	1850	....
New bonds	650,000	6	" "	"	1897	....
Quincy, Alton and St Louis:						
1st Mort. (ass by C., B. & Q.)	340,000	5	Feb. & Aug.	Boston.	1895	....
Quincy and Palmyra:						
1st Mort. assumed by H. & St.J.	433,000	8	Feb. & Aug.	New York.	1892	....
Quincy and Toledo (T.,W.&W.):						
1st Mortgage, guaranteed	600,000	7	May & Nov.	New York.	1890	106¼
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	720,000	8	Jan. & July.	Boston.	1890	....
Raleigh and Gaston:						
1st Mortgage	320,000	8	Jan. & July.	Phil. & Bal'h.	1899	....
Reading and Columbia (P.&R.):						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1881	....
2d Mort., Coupon, guaranteed.	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1896	....
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May & Nov.	New York.	1921	128¼
Rhinebeck and Connecticut.						
1st Mortgage	300,000	7*	.....	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1880	....
Virginia State guar. bonds	109,400	6	" "	"	1876	....
1st Mort. (Peidmont Branch)	500,000	6	.....	"	1886	....
1st Mort. (Northwestern, N.C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	....
Consolidated Mortgage	1,767,000	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000.	1,728,000	6*	April & Oct.	" "	1994	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,837	6*	Jan. & July.	London.	'85-'90	....
Dollar Loan	180,000	7	" "	Richmond.	'85-'90	....
Dollar Loan, coupon	450,000	6	" "	"	'81-'90	....
Richmond and Petersburg:						
1st Mortgage, coupon	150,000	6	April & Oct.	Richmond.	'81-'90	....
New Mortgage of 1875	80,000	7	May and Nov.	"	1915	....
Rock Island and Peoria:						
1st Mortgage	150,000	2½	Jan. & July.	New York.	1900	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W.&R.) Skg Fd.	424,000	7	March & Sept.	New York.	1890	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	4,260,000	7	April & Oct.	" "	1894	67
1st Mort. (Syracuse Northern)	500,000	7*	Jan. & July.	" "	1891	....
1st Mort. (Oswego and Rome)	300,000	7	May and Nov.	" "	1915	....
Rutland (Cent. Vt. & Vt. & Can.):						
New 2d Mortgage	1,100,000	5	Feb. and Aug.	Boston.	1898	....
General Mortgage	1,870,000	6	May & Nov.	"	1961	87½

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Saginaw Valley and St. Louis:	$					
1st M rtgag	346,000	8	May & Nov.	Saginaw.	1892	110†
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
3d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	115,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1889	....
1st M. (W.D) land grant, g'd tax fr	5,500,000	6*	" "	" "	1900	....
St. Joseph and St. Louis:						
1st Mortgage	1,000,000	8	May & Nov.	New York	1893	....
St. Louis, Alton and Terre Haute:						
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
3d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	105
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	96
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	116¼
2d Mort. (" " ")	6,000,000	7*	May & Nov.	" "	1897	106
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	" "	1897	105
1st Mort. (Cairo, Ark. & Tex.)	1,500 000	7*	" "	" "	1897	106¼
Consolidated Mortgage	1,500,000	7	.....	" "	1899	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,929,000	7	April & Oct.	New York.	1894	....
2d Mortgage	548,000	7	Jan. & July.	" "	1896	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	118¼
Real estate & 2d M. for $3,000,000	2,993,000	7	March & Sept.	" "	1895	147¼
St. Louis, Lawrence and Denver:						
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,207,000	7	May & Nov.	New York.	1894	....
1st M. (Evans. D.) gold skg f'd, con	1,000,000	7	" "	" "	1896	....
1st Mort. (Evans., Hen. & Nash.)	1,000,000	7	Jan. & July.	" "	1897	....
Consol. Mort. Skg. Fund	2,000,000	7	Feb. & Aug.	" "	1902	....
St. Louis, Van. & T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	115¼
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	107
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Louis and San Francisco:						
2d Mortgage A for $500,000	319,840	6*	May & Nov.	New York.	1906	96¼
2d Mort. B. & C for $5,200,000	4,959,142	2*	" "	"	1906	79
St. Paul and Pacific 1st Division:						
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....
1st M. (St. Paul to Watab) 80m.	366,000	7	Jan. & July.	" "	1892	....
2d Mort. (do.) & 1st land gr.	1,145,750	7	June & Dec.	" "	1892	....
1st M. (Main L.) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....
2d M. (do.) R. R. & Lands.	8,500,000	7*	" "	"	....	....
General Mortgage for $15,000,000	.....	7*	.....	"	....	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
Salem (West Jersey):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	100
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	80
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,301,000	7	Jan. & July.	New York.	1900	91
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah, Albany & Gulf (A. & G):						
Sectional Mort	310,000	7	Jan. & July.	New York.	Var.	....
Savannah and Charleston:						
1st Mortgage (Sav. & Char.)	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C. & S.) bonds.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest bonds, guar.	111,800	7	" "	New York.	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....
Schenectady & Susq. (D. & H. Can.):						
1st Mortgage gold, tax free	400,000	7*	Jan. & July.	New York.	1900	....
Schoolcraft & Three R. (L.S.& M.S):						
1st Mortgage	100,000	8	Jan. & July.	New York.	1887	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1880	....
Selma and Gulf:						
1st Mort. (guar. by Ala.)	1,888,000	8	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st Mort. guar. by Ala	16,000pm	8	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	2,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1891	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv. (N.C.):						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	108
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	795,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	400,000	7	April & Oct.	New York.	1891	....
2d Mortgage	200,000	7	Jan. & July.	" "	1902	....
Shore Line (N. Y., N. H. & H. R.R.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1889	....
Sioux City and St. Paul:						
1st Mortgage	1,240,000	8	May and Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	" "	" "	1901	....
2d Mortgage	460,000	8	.....	.....	....	....
Equipment bonds	165,000	10	.....	.....	....	....
Sux. City and Pacific:						
1st Mortgage gold	1,629,000	6*	Jan. & July.	New York.	1898	....
2d Mort. (Gov. Subsidy)	1,625,320	6	" "	U.S. Treasury.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
South Carolina:	$					
1st Mortgage Sterling	1,482,667	6*	Jan. & July.	London.	'62-'88	....
1st Mortgage (L.) currency	1,051,500	7	" "	New York.	'76-'89	....
2d Mort. for $3,000,000	1,206,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,054,500	7	April & Oct.	Charleston.	1891	....
Domestic (K) Bonds	63,500	6	Jan & July.	"	'80-'92	....
South Georgia and Florida:						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1880	....
South Mountain Iron (Cumb. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	177,500	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	£1,033,000	6*	May & Nov.	London.	....	....
South Pacific (St. Louis & San F.):						
1st Mortgage gold, assumed	7,194,500	6*	Jan. & July.	New York.	1888	103¼
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	'80-'81	100
South Side, Va. (A., M. and O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	110
2d preferred bonds	621,000	6	" "	" "	'84-'90	99
3d preferred bonds	452,800	6	" "	" "	'84-'90	95
Southern Central (N.Y.):						
1st Mortgage, skg fund conv	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	"	1882	105
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern of L. I.:						
1st Mortgage (South Side R. R.)	750,000	7	March & Sept.	New York.	1887	80
2d Mort., Sink. Fund	1,500,000	7	May & Nov.	"	1900	17
Southern Minnesota:						
1st Mortgage land grant tax free	3,340,000	8	Apl. & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	1,252,000	7	Jan. & July.	"	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	11,000,000	6*	April & Oct.	New York.	....	100¼
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield, Athol & Northeastern:						
1st Mortgage	416,000	7	Jan. & July.	Boston.	'83-'91	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1899	....
2d Mortgage gold, tax free	446,000	7*	April & Oct.	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	500,000	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	55
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	500,000	7	Jan. & July.	Boston.	1887	28
Sullivan (Central Verm.):						
2d Mortgage	250,000	6	Feb. & Aug.	Boston.	1881	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	1,000,000	7	Jan. & July.	N.Y., Bost. Ph.	1904	95
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	....
Income Mort. gold	200,000	6*	" "	"	1891	....
Suspens. Bridge & Erie Junc. (E.):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	116
2d Mortgage (now 1st)	270,000	7	June & Dec.	"	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	500,000	7*	Feb. and Aug.	New York.	1891	....
Tebo and Neosho (M. K. & T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1879	....
Bonds of 1873 for $1,600,000	516,000	7	" "	"	1894	....
Texas and Pacific:						
1st Mortgage, 8,000 per mile	3,552,000	6*	Mar. & Sept.	N.Y., Ph. Lon.	1905	106
Consolidated Mortgage	7,548,000	6*	June & Dec.	" "	1905	94¼
Income and Land Grant	7,706,225	7	July.	N. Y. & Phil.	1915	68¼
Toledo, Can. Southern & Detroit:						
1st Mortgage	1,500,000	7*	Jan. and July.	.....	1906	50¼
Toledo, Peoria and Warsaw:						
1st Mortgage (Eastern Div.)	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (Western Div.)	1,800,000	7	Feb. and Aug.	" "	1896	120
2d Mort. conv. (" ")	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. for $6,200,000	1,500,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Branch)	250,000	7	June & Dec.	" "	1901	....
Toledo, Wabash and Western:						
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	110¼
1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	" "	" "	1890	110
1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1888	168¼
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1860	106¼
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	101
1st Mort. (Decatr. & East St. L.)	2,700,000	7	F. M. A. & N.	" "	1889	103¾
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.		1878	104
2d Mort. (Wabash & Western)	1,500,000	7	" "	"	1878	104
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	"	1893	106¼
Equipment (Toledo & Wabash)	600,000	7	" "	"	1883	39
Consol. S. F. 1st Mortgage	2,610,000	7	F. M. A. & N.	"	1907	102¼
Consol. 2d mort. gold	2,184,000	7*	Feb. and Aug.	"	1893	....
Traverse City (Gr. Rap and Pd.):						
1st Mortgage	250,000	7	Feb. and Aug.	New York.	1902	....

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Troy & Bennington (T. & B.):	$					
1st Mortgage skg fund, guar....	59,700	7	Jan & July.	Troy.	1878	....
Troy and Boston.						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May and Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R. & Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....
Tuckerton:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,231,000	6c	Jan. & July.	N. Y. & Bost.	'96-'99	121
1st Mort. Land Grant	6,299,000	7	Apr. and Oct.	" "	1887	(15)
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S.Treasury.	'95-'99	....
3d Mortgage Sinking Fund.....	13,861,000	8	March & Sept.	New York.	1894	116
Omaha Bridge Bonds Sterling..	2,225,000	8c	Apr. and Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6c	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S.Treasury.	'96-7-8	60
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund.....	3,220,000	6c	Jan. & July.	New York.	1899	....
Union & Titusville(P., T. & Buff.)						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	87
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	112
Sterling Loan £369,200 (U. Co's)	1,848,000	5c	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6c	" "	"	1894	....
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....
Loan of 1883 (United Compa's)	154,000	6	Feb. and Aug.	"	1883	96
Bond to State of N. Jer.(U.Co's)	500,000	7	(Due 90 days	after demand.)		....
Sterl'g S.F. £262,000 (C. & Am.'	1,310,000	6c	Feb. and Aug.	London.	1880	....
Loan of 1883(Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	104
Loan of 1889(" ")	866,000	6	June & Dec.	Princeton.	1889	108
Mortg. Loan(" ")	5,000,000	6	May and Nov.	Philadelphia.	1889	115
Loan of '78 (N.J. R.R. & T. Co.)	450,000	6	Feb. and Aug.	New York.	1875	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)		....
Utah Central:						
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....
Utah Southern:						
1st Mortgage.....	660,000	7	Jan. & July.	Salt Lake City	1891	....
Utica and Black River:						
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1878	....
Bonds of 1871 (2d issue).....	575,000	7	" "	" "	1891	....
Utica, Ithaca and Elmira:						
1st Mortgage, Sterling	1,500,000	7.3	Jan. & July.	London.	1902	....
Vermont Cent.—See Central Vt.						
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	103
Convertible bonds, tax free.....	200,000	7	" "	"	1879	112
Convertible bonds.....	150,000	7	" "	"	1885	107
Vicksburg and Meridian:						
General Mortgage: 1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black).....	138,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)..	1,141,700	7	Apr. and Oct.	"	1890	....
Special Loan 1871.....	213,000	8	Jan. and July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	...
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	5,000	6	Jan. and July.	N.Y.& Lynch.	1873	..
2d Mortgage	990,000	6	" "	" "	1884	101
5th Mortgage.....	969,000	8	March & Sept.	" "	1900	117
Registered Certificates.....	84,191	8	Jan. and July.	" "	1875	....
Funded Interest	226,900	8	" "	" "	1880	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	810,500	7c	Apr. and Oct.	New York	1901	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	" "	1900	109
Warren & Franklin(P., T. & B.):						
1st Mortgage, assumed.....	1,500,000	7	Feb. and Aug.	Philadelphia.	1882	105
Warwick Valley (Erie):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1890	....
Wasatch and Jordan Valley:						
1st Mortgage.....	150,000	9c	May and Nov.	New York.	1893	....
Wash'gton City, Va. Mid. & Gt. So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	92
2d Mort. (" ")	350,000	7	" "	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	109
2d Mort " ")	1,200,000	6	Jan. and July.	"	1875	109
3d Mort. " ")	600,000	8	May and Nov.	"	1873	95
4th Mort. " ")	700,000	8	March & Sept.	"	1880	50
Funded Coupons (do.)	722,664	....	....	"	....	....
1st Mort. (Lynchb'g & Danville)	521,000	..	Apr. and Oct.	"	1896	....
Virginia State Loan.....	119,912		Jan. and July.	"	'92-'93	....
Washington and Ohio:						
1st Mort. (Alex., Lou [illegible]	47,000		May and Nov.	New York.	1898	....
1st Mortgage for $2,000,000	256,000	7c	Apr. and Oct.	" "	1901	35
Westchester and P[illegible]						
General Mort[illegible], tax free.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	120
Western North Carolina:						
1st Mortgage.....	850,000	8	Jan. and July	.....	1890	....
Western of Alabama.						
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1891	....
2d Mortgage (consols guar.).....	1,158,000	8	" "	" "	1900	....
Income Mortgage.....	802,900	8	Various.	" "	Var.	....
Western Union Telegraph:						
1st Mortgage.....	.....	7	May and Nov.	New York.	1875	....
Real Estate Bonds, Sink. Fund.	1,373,000	7c	"	"	1902	....
Bonds (S. F.) Conv. till May '85	8,920,000	7	"	"	1900	109
Sterling Bonds, Sinking Fund..	961,234	6c	March & Sept	London	1900	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:	$					
1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	110
1st Mort. endor. by Balt.....	300,000	6	" "	"	1890	114
2d Mort. " "	300,000	6	" "	"	1890	115
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	114
2d Mortgage preferred.....	600,000	6	" "	"	1895	103
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	110
4th Mortgage.....	1,000,000	6	" "	"	1900	....
Western Pacific (Cen. Pac.):						
1st Mort., assumed.....	2,735,000	6c	Jan. and July.	New York.	1899	106
Western Pennsylvania (Penn.):						
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	106
1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	105
General Mortgage.....	1,200,000	7	.....	"	....	....
Western Union (Chi., M. & St. P.):						
1st Mortgage for $5,000,000	3,500,000	7	Jan. and July.	New York.	1898	....
West Jersey:						
Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	98
1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	114
1st Mortgage (Salem) guar.....	100,000	6	" "	Philadelphia.	1878	...
1st Mort. (Swedesboro') guar...	200,000	6	June & Dec.	Camden.	....	....
2d Mort. (Cape May & Millville)	500,000	7	Apr. and Oct.	"	....	....
Consolidated Mortgage.....	1,000,000	7	" "	"	1890	117
West Wisconsin:						
1st Mort. land gr., gold skg fund	3,900,000	7c	Jan. and July.	N.Y. or Lond.	1887	....
1st Mort. (Southern Extension).	640,000	7c	" "	" "	1902	....
White Water Valley:						
1st Mortgage.....	1,021,940	8	Feb. and Aug.	Cincinnati.	1890	10
Wico Mico and Pocomoke:						
1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	103
Wilmington and Reading:						
1st Mortgage.....	1,200,000	7	Apr. and Oct.	Philadelphia.	1900	43
2d Mortgage coupon or regis....	1,700,000	7	Jan. and July.		1902	16
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6c	Jan. and July.	London.	1881	....
Sterling Bonds.....	221,400	7c	May and Nov.	"	1880	....
Sinking Fund gold, Bonds.....	749,000	7c	Jan. and July.	New York.	1896	124
Wilmington and Western (Del.):						
1st Mortgage.....	500,000	7.3	J. A. J. & O.	Phil. & Wilm.	1902	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,719,000	7	Jan. and July.	New York.	1887	110
2d Mortgage $12,000 p. m.....	1,610,000	7	May and Nov.	" "	1907	115
Extension mortgage bonds.....	4,225,000	7c	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	4,618,000	7c	Jan. and July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. and July.	Boston.	1881	....
Plain Bonds	185,300	6	Various.	"	'81-'87	....
Plain Bonds.....	250 000	7	Apr. and Oct.	"	1893	77
Plain Bonds.....	400,000	7	Feb. and Aug.	"	1895	99
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,208,750	6	Jan. and July.	Philadelphia.	1886	81
Chesapeake and Ohio:						
Sterling Loan guaranteed.....	4,875,000	6c	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	74
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	90
Delaware and Hudson:						
1st Mort. { 2d series, July 1, 1869 reg. { 3d series, Jan. 1, 1871	3,500,000	7	Jan. and July.	New York.	1894	107
	5,000,000	7	" "	"	1891	111
Coupon bonds of 1874.....	3,000,000	7	Apr. and Oct.	" "	1894	113
Registered bonds of 1874.....	2,900,000	7	" "	" "	1894	....
Lehigh Coal and Navigation:						
Loan of 1877, Debentures.....	762,779	6	June & Dec.	Philadelphia.	1877	....
Convertible Debentures.....	41,550	6	" "	"	1882	90
Convertible Loan, gold	771,000	6c	March & Sept.	"	1894	107
1st Mortgage, registered	8,281,963	6	J. A. J. & O.	"	1894	103
1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	110
Mortgage (equip.) Loan, gold...	4,668,800	6c	June & Dec.	"	1897	106
Consolidated Mortgage.....	1,115,000	7	" "	"	1911	106
Greenwood Mortgage Loan.....	717,000	7	Feb. and Aug.	"	1892	80
Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1890	....
Preferred Stock Dividend Scrip.	109,164	7	Jan. and July.	"	1887	..
Pennsylvania:						
1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	89
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	..
Schuylkill Navigation(Ph. & Rdg:						
1st Mortgage.....	1,714,280	6	March & Sept.	Philadelphia.	'72-'97	....
2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	70
Improvement bonds.....	260,000	6	May and Nov.	"	1920	....
Boat and Car Loan	756,650	6	" "	"	1913	75
Boat and Car Loan	621,600	7	" "	"	1915	50
Coupon Bonds.....	1,200,000	6	Jan. and July.		1896	....
Susquehanna and Tide Water:						
2d Mortgage (Maryland Loan)..	1,000,000	6	Jan. and July	Phila. & Balt.	1868	....
3d Mortgage (Susqueh. Canal)	1,311,000	6	"	"	1878	....
Pref. Int. Bds (" ")	334,810	6	"	"	1894	75
Union:						
1st Mortgage.....	3,000,000	6	May and Nov	Philadelphia	1883	....
West Branch & Susquen. (Penn.):						
1st Mortgage.....	470,000	6	Jan. and July.	Philadelphia	1914	....
2d Mortgage.....	196,000	6	" "	"	1141	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

A star (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "Not ascertained."
Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1878	96.0	—	4.2	—	13	8	3	90	Alabama Central.....Ala. & Miss.	3,960,000	*	.....	.....	2,000,000	1,600,000	360,000	—	96.0	120,786	41,310	.....	229,136	89,918	—	100	....
Dec. 28, 1879	290.0	—	15.4	—	21	15	6	583	Alabama and Gt. Southern..Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	891,195	.....	369.9	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1878	142.6	—	37.2	—	51	25	14	2,160	Albany and Susq.†(D. & H.)..New York.	7,374,745	1,698,693	848,023	.....	3,500,000	6,046,000	390,000	.....	177.3	692,461	298,623	485,336	1,006,211	456,579	7	100	110
Dec. 31, 1878	242.0	17.5	68.0	—	75	28	17	1,986	Allegheny Valley†.....Pennsylvania.	21,714,734	2,413,868	881,968	249,183	2,166,500	23,970,000	2,849,322	.....	259.5	1,423,969	875,531	2,126,648	1,910,222	915,726	—	50	....
Dec. 31, 1878	48.0	—	4.0	92.0	4	2	1	31	Arkansas Midland †(3 ft.).....Arkansas.	.....	.....	.....	.....	.....	.....	.....	.....	48.0	48,500	.....	.....	48,425	18,075	—	100	....
Dec. 31, 1878	62.6	—	6.2	—	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,147,803	.....	.....	63,858	1,671,867	1,500,000	37,500	1,944	62.6	241,709	54,174	433,528	271,658	102,650	—	50	....
Dec. 31, 1878	146.6	2.1	12.1	—	10	6	3	361	Atchison and Nebraska.....Kan. & Neb.	4,371,786	*	95,206	44,478	3,344,550	1,126,400	37,063	3,307	148.7	337,321	44,042	160,718	449,279	125,548	—	100	80½
Dec. 31, 1878	470.4	—	41.6	—	80	41	18	1,806	*Atchison, Topeka and Santa Fe*.....Kansas.	23,854,000	*	1,130,481	664,993	8,615,000	14,588,500	2,276,846	769,128	868.5	1,781,972	217,106	611,086	3,950,868	2,035,676	8	100	121½
June 30, 1879	80.7	—	4.5	—	21	5	5	162	Atlanta and West Point.....Georgia.	1,192,636	.....	.....	238,067	1,232,200	83,000	8,722	107,881	87.2	46,026	41,081	66,134	321,140	113,435	8	100	....
Dec. 31, 1878	337.5	35.3	219.0	—	165	40	32	2,591	Atlantic and Great West.N.Y. Penn.& O.	89,238,462	*	11,962,758	1,985,380	34,675,804	67,229,393	6,925,537	—	512.0	4,856,182	919,064	2,662,829	8,745,207	678,849	—	100	....
Dec. 31, 1878	237.0	113.2	17.9	—	26	19	8	379	Atlantic and Gulf †.. Georgia & Florida.	7,863,686	*	16,829	1,013,294	4,476,677	3,565,500	1,331,148	—	350.2	651,387	86,913	.....	959,378	352,913	—	100	....
Jun. 30, 1878	406.0	29.0	34.7	100.0	84	29	17	895	Atlantic, Mississippi and Ohio†..Virginia.	19,396,206	*	7,092,955	2,051,625	7,121,900	14,565,800	3,706,158	2,427,880	428.0	1,433,025	149,577	540,866	1,781,710	706,964	—	100	....
Dec. 31, 1878	149.5	—	28.0	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	8,484,000	—	.....	.....	5,000,000	3,484,000	268,358	.....	149.5	732,031	185,250	559,086	921,959	92,584	6	100	....
Dec. 31, 1878	53.0	—	5.6	—	—	—	—	—	Augusta and Savannah.....Ga.	783,000	—	.....	.....	783,000	.....	.....	.....	.....	.....	.....	.....	73,000	73,000	7	100	....
Sept. 30, 1878	379.0	56.0	456.5	—	560	229	185	11414	Baltimore and Ohio †.....Md. & W. Va.	38,042,577	12,116,858	57,806,232	3,031,496	18,277,509	37,670,350	5,319,729	37,111,919	567.3	3,308,055	.....	.....	8,563,957	4,039,612	8	100	174½
Sept. 30, 1878	31.0	—	37.3	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	.....	114,332	1,630,000	.....	20,000	94,332	31.0	778,698	.....	.....	276,879	200,029	10	100	....
Sept. 30, 1878	104.0	—	26.0	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	3,343,715	—	.....	.....	5,680,685	.....	2,665,030	.....	104.0	1,170,745	.....	.....	669,699	186,023	—	100	6½
Sept. 30, 1878	262.6	—	33.9	—	—	—	—	—	Baltimore and Ohio and Chicago.O.,I.&Ill.	3,854,271	—	.....	.....	1,503,450	7,744,000	3,425,853	.....	262.6	1,349,684	40,757	458,963	1,057,569	429,548	—	50	....
Dec. 31, 1878	24.4	65.8	18.6	—	25	47	6	268	Baltimore and Potomac.....Maryland.	9,403,786	696,010	37,838	64,638	3,533,250	6,500,000	238,365	.....	90.2	571,450	909,548	284,681	639,076	92,890	—	100	....
Sept. 30, 1878	9.0	—	1.0	—	2	3	1	6	Bath and Hammondsport (3 ft.).....N. Y.	131,906	*	.....	.....	75,250	38,000	1,500	.....	9.0	18,864	13,684	4,078	11,222	5,256	—	100	....
Dec. 31, 1878	56.4	—	4.4	—	—	—	—	—	Belleville & So. Illinois(St.L.,A.&T.H.).Ill.	2,750,000	—	.....	.....	1,680,000	1,070,000	.....	.....	71.0	395,390	184,983	473,648	506,459	98,352	—	100	....
Nov. 30, 1878	8.3	—	1.3	10.0	2	2	—	3	Bell's Gap (3 ft.).....Penn.	400,000	*	.....	.....	200,000	200,000	.....	.....	8.3	27,380	7,689	88,605	41,570	22,145	—	50	....
Dec. 31, 1878	67.6	1.1	52.2	—	43	28	13	950	Belvidere Delaware (Penn. Co.).....N. J.	3,115,857	1,130,788	.....	.....	994,050	3,444,500	157,524	.....	68.8	.....	.....	.....	639,034	152,755	—	100	....
Dec. 31, 1878	54.0	5.0	5.2	—	10	6	5	161	Bennington and Rutland.....Vt.	1,475,000	*	.....	.....	1,000,000	475,000	.....	.....	59.0	185,371	(9½ mos.)	.....	168,534	68,297	—	100	....
Sept. 30, 1878	201.6	48.0	173.6	—	243	184	55	4,907	Boston and Albany.....Mass. & N. York.	24,368,716	3,145,400	2,433,360	955,204	20,000,000	7,000,000	1,378,670	2,425,060	321.7	5,024,183	5,200,641	2,642,555	6,683,533	2,219,536	8	100	150½
Sept. 30, 1878	36.5	—	6.3	—	7	7	4	87	Boston, Barre and Gardner.....Mass.	1,347,404	155,962	1,462	82,101	869,002	554,300	263,133	—	52.5	185,063	104,752	721,301	166,229	40,219	—	100	....
Sept. 30, 1878	91.0	34.5	36.5	—	39	54	27	1,084	Boston, Clinton, Fitchb. & New B..Mass.	4,872,687	974,440	343,645	1,067,572	3,047,700	3,162,749	1,141,575	—	151.6	766,719	688,438	550,164	970,548	286,519	—	100	10
Mar. 31, 1879	93.5	72.3	19.0	17.0	39	27	16	572	Boston, Concord and Montreal.....N. H.	4,319,000	*	380,905	222,687	1,800,000	2,527,200	12,887	582,485	165.8	.....	.....	.....	590,550	201,612	6	100	95
Sept. 30, 1878	26.7	19.2	52.7	—	44	64	22	1,152	Boston and Lowell.....Mass.	4,587,374	434,374	1,469,337	85,942	3,250,000	2,449,500	424,463	453,612	83.7	943,757	1,935,843	604,122	1,073,411	507,878	2	500	91
Sept. 30, 1878	115.5	11.0	107.5	—	77	133	32	1,890	Boston and Maine.....Mass., N. H. & Me.	9,518,216	1,242,230	1,040,034	206,369	6,921,274	3,500,000	88,350	1,502,226	206.3	1,311,581	4,564,171	582,851	2,100,741	741,373	7	100	137
Sept. 30, 1878	50.0	—	4.4	—	9	11	5	140	Boston and New York Air Line....Conn.	3,522,798	*	9,164	77,615	2,945,231	500,000	509,535	54,811	53.6	287,486	99,429	170,314	282,861	77,666	—	100	47½
Sept. 30, 1878	44.0	19.7	42.5	—	46	97	17	642	Boston and Providence.....Mass. & R. I.	4,490,774	207,400	698,898	144,898	4,000,000	500,000	677,343	363,127	67.7	800,010	3,213,189	569,751	1,206,417	358,490	6	100	139½
Sept. 30, 1878	8.8	—	1.5	—	6	23	—	15	Boston, Revere Beach & Lynn (3 ft.)Mass.	397,448	94,369	135,618	26,326	349,200	1,000	243,549	60,011	8.8	104,086	686,838	.....	181,265	37,324	2	100	100½
Dec. 31, 1878	172.0	—	8.6	—	13	12	6	142	Brunswick and Albany †.....Ga.	3,906,000	*	.....	.....	.....	3,906,000	.....	.....	172.0	.....	.....	.....	163,717	20,568	—	100	....
Sept. 30, 1878	25.9	—	6.6	—	—	—	—	—	Buff., Bradford and Pittsb. N. Y. & Penn.	2,866,000	—	.....	.....	2,286,000	580,000	.....	.....	—	.....	.....	.....	.....	40,600	—	100	....
Sept. 30, 1879	139.9	—	183.7	—	—	—	—	—	Buff., N. Y. & Erie.(N.Y.,L.E.&W.).N.Y.	3,330,000	—	.....	.....	950,000	2,380,000	.....	.....	—	.....	.....	.....	240,100	232,100	7	100	....
Sept. 30, 1878	120.5	—	18.3	—	25	15	5	1,049	Buff., New York and Philadelphia..Penn.	5,498,035	1,081,819	8,000	230,609	1,971,450	3,807,500	701,079	338,434	120.5	509,791	199,122	589,265	864,419	450,750	—	100	....
Sept. 30, 1878	67.3	—	6.5	—	9	9	2	136	Buffalo and Southwestern.....New York.	2,853,472	*	.....	.....	943,800	1,099,707	.....	197,695	67.2	162,729	101,024	138,227	221,650	49,998	—	100	....
Jun. 30, 1878	242.6	183.1	30.0	22.0	37	24	5	1,061	Burl., Cedar Rapids and Northern..Iowa.	11,783,770	344,016	150,000	363,564	5,500,000	5,995,800	213,758	781,793	416.0	911,305	287,634	721,754	1,614,762	560,311	—	100	65½
Dec. 31, 1878	190.7	—	40.5	—	29	23	5	1,230	*Burlington and Missouri River in Nebraska.*	20,541,852	*	60,449	2,000,377	9,390,800	10,953,300	1,776,111	502,467	415.2	469,122	158,682	379,879	1,921,350	1,302,678	4	100	141
Dec. 31, 1878	19.8	—	1.3	—	2	1	—	39	Burlington and Northwestern (3 ft.)...Ia.	174,437	32,234	7,183	9,423	135,142	.....	62,828	25,007	33.9	22,976	8,592	.....	15,150	4,346	—	100	....
June 30, 1878	142.3	—	4.8	—	6	3	2	103	Burlington and Southwestern.....Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	200,000	.....	142.3	233,048	.....	.....	137,955	df. 9,129	—	100	35
Dec. 31, 1878	146.5	—	7.3	—	19	11	3	389	Cairo and St Louis (3 ft.)..... Ill.	7,828,520	*	.....	.....	4,455,000	2,500,000	25,745	.....	146.5	284,210	79,382	109,817	231,899	df. 9,917	—	100	....
Dec. 31, 1878	157.0	—	9.5	—	—	—	—	—	Cairo and Vincennes .....Illinois &.Ind.	7,624,300	—	.....	.....	2,624,300	5,000,000	223,171	.....	157.0	.....	.....	.....	232,351	3,522	—	100	....
Dec. 31, 1878	60.2	53.0	19.2	—	12	16	6	188	California Pacific (C. P.).....California.	18,800,673	395,014	131,150	390,890	12,000,000	6,850,000	1,495,690	.....	113.2	.....	.....	.....	.....	550,000	—	100	24
Dec. 31, 1878	60.0	7.0	11.2	—	13	60	9	134	Camden and Atlantic.....New Jersey.	1,919,649	540,985	198,123	55,641	1,215,711	987,000	142,656	369,417	67.0	278,130	.....	.....	399,061	121,213	—	50	50
June 30, 1878	72.5	86.5	6.7	—	12	10	4	208	Canada Central.....Canada.	3,378,400	*	.....	.....	978,400	2,178,000	242,500	20,000	169.0	162,303	48,388	60,231	283,365	75,691	—	100	....
une 30, 1878	29.2	69.0	61.6	—	42	25	17	2,035	Canada Southern.....Canada.	22,339,453	*	4,915,026	161,534	15,000,000	11,511,843	1,012,265	294,965	326.6	1,681,914	219,544	958,044	1,490,270	233,045	—	100	59½
Mar. 31, 1879	242.0	—	12.1	—	22	17	6	273	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	403,589	.....	.....	420,765	163,959	—	100	....
Dec. 31, 1878	92.6	—	4.5	—	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	*	.....	.....	4,359,500	1,802,350	.....	44,818	—	.....	.....	.....	232,000	226,000	7pf	50	20
Dec. 31, 1878	75.6	—	3.0	—	—	—	—	—	Cedar Falls and Minnesota (Ill. C.)..Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	75.6	.....	.....	.....	.....	113,310	—	100	19
Dec. 31, 1878	271.6	—	13.9	—	—	—	—	—	*Cedar Rapids and Mo. Riv.* (C.&N.W.).Ia.	11,234,000	*	.....	.....	7,020,000	3,614,000	.....	.....	—	.....	.....	.....	.....	654,999	7pf	100	133½
Sept. 30, 1878	294.5	—	27.0	—	116	90	32	1,697	Central, of Georgia.....Georgia.	7,800,000	*	3,531,562	508,458	7,500,000	3,617,000	396,718	.....	713.6	952,986	.....	.....	2,721,624	1,523,309	2†	100	....
Dec. 31, 1878	189.1	—	19.3	—	24	9	7	680	Central, of Iowa.....Iowa.	9,726,629	*	.....	.....	4,921,055	4,325,000	180,545	.....	190.6	685,952	175,547	274,721	725,658	326,024	—	100	....
Dec. 31, 1878	73.4	56.9	188.9	—	253	220	64	18768	Central of New Jersey.....New Jersey.	17,161,536	2,851,370	.....	.....	18,563,200	31,850,276	4,203,658	.....	384.6	4,324,938	4,501,718	3,226,822	5,589,526	2,302,770	—	100	76
Dec. 31, 1878	100.0	—	5.6	—	6	6	3	127	*Central Branch, Union Pacific*.....Kan.	4,200,000	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	139,701	21,208	66,701	181 219	52,102	—	100	....
Sept. 30, 1878	137.3	—	36.2	—	31	19	8	341	Central Ohio (B. & O.).....Ohio.	4,937,963	420,587	389,182	104,796	2,858,550	2,500,000	42,592	456,386	137.3	1,281,787	297,472	646,572	829,253	265,448	6	50	91
Dec. 31, 1878	882.8	330.4	169.4	—	227	326	51	4,262	*Central Pacific*†.....Cal. Nev. & Utah	134,650,528	7,956,113	9,097,651	6,369,421	54,275,500	94,249,680	7,200,255	12,339,278	1,941.0	5,528,444	6,978,188	1,787,642	17,530,858	3,744,740	—	100	74
Sept. 30, 1878	195.0	—	13.0	—	22	17	8	218	Charlotte, Col. & Augusta..N. C. & S. C.	5,132,651	*	267,487	68,145	2,578,000	2,510,548	186,855	192,980	195.0	415,383	58,570	97,948	441,357	182,228	—	100	....
Dec. 31, 1878	427.8	6.8	77.6	—	76	34	16	2,150	Chesapeake and Ohio.....Va. & W. Va.	34,496,195	2,975,421	108,692	486,095	15,950,402	28,258,820	2,127,589	.....	425.0	3,233 377	172,175	588,066	1,936,360	341,621	—	100	19½
Sept. 30, 1878	53.6	—	14.0	—	31	22	10	417	Cheshire..... .....N. H. & Mass.	2,395,259	322,266	177,285	145,719	2,153,300	826,500	26,312	24.427	53.6	557,059	124,321	419,309	527,588	123,835	1pf	100	58
Dec. 31, 1878	243.5	121.9	129.0	—	160	75	23	3,281	Chicago and Alton .....Illinois.	18,274,828	*	7,230,766	269,406	12,490,872	11,391,850	2,001,053	.....	677.8	2,709,405	781,991	1,967,306	4,691,519	2,156,385	7	100	116½
Dec. 31, 1878	486.5	1,117	455.8	109.6	341	131	70	9,419	Chicago, Burlington & Quincy...Ill. & Ia.	65,146,212	*	1,592,656	3,327,845	27,956,816	27,058,725	13,568,351	1,482,847	1,624.1	6,764,874	2,187,020	3,975,910	14,119,665	6,686,530	8	100	135½
June 30, 187	164.0	43.6	191.6	—	12	9	4	418	Chicago, Clinton, Dub. & Minn.Io.&Minn.	6,636,109	*	.....	.....	6,158,600	.....	280,334	.....	221.6	313,592	87,572	235,833	538,695	260,947	—	100	79½
Dec. 31, 1878	50.3	—	13.1	—	19	17	4	—	Chic., Det. & Can. Grand Junction..Mich.	2,073.985	*	.....	.....	978,985	1,095,000	.....	.....	59.3	429,435	158,401	674,068	388,422	30,517	4	100	....
Aug. 31, 1878	108.4	24.0	25.0	—	28	6	8	1,226	Chicago and Eastern Illinois...Ill. & Ind.	3,949 594	*	352,407	71,536	323,054	3,714,154	220,611	115,718	152.2	563,439	111,058	498,127	784,556	229,510	—	100	99
May 31 1879	52.4	—	27.6	—	—	—	—	—	Chicago, Iowa and Nebraska (C&NW).Ia.	4,695,900	—	.....	.....	3,916,200	779,700	.....	.....	82.4	.....	.....	.....	1,454,765	545,537	10	100	135
Dec. 31, 1878	831.3	581.0	182.6	122.0	226	121	67	5,229	Chicago, Milwaukee & St. Paul.Wis. I.& M.	58,755,184	*	2,848,298	1,480,429	27,653,744	32,038,500	791,593	2,520,074	1,585.3	5 991,705	1,412,663	1,955,699	8,451,768	3,659,454	7pf	100	91½
May 31, 1879	1,200	—	326.7	149.5	350	184	86	9,220	Chicago & Northwestern.Ill. Wis. & Mich.	72,373,029	*	3,977,992	2,335,059	36,514,220	34,598,000	3,241,088	4,342,772	1,616.5	11,125,659	3,328,427	1,265,937	13,420,606	6,816,812	7pf	100	108
Mar. 31, 1879	500.2	222.0	161.7	39.0	259	110	37	5,557	Chicago, Rock Island & Pacific.Ill. & Iowa.	34,553,530	*	2,524,005	163,016	20,980,000	9,982,000	11,097	6,267,454	1,125.0	7,546,000	1,500,000	2,236,270	9,409,833	4,829,961	10	100	118½
Dec 31, 1878	549.0	22.6	60.0	—	100	34	26	1,703	Chic., St. Louis & N.O..Ky., T., M. & La.	26,911,501	—	.....	.....	8,663,650	17,247,851	120,695	.....	671.6	1,518,819	227,184	436,158	2,819,019	818,723	—	100	83½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "all," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "‡."

Fiscal ending.	Companies.	Railroad. Main Line.	Railroad. French Line.	Railroad. All Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	F. M. & E.	Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Opened.	Operations. Tons Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
		M.	M.	M.	M.					$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	$
Dec. 31, 1878	L. S. & Mich. S. N. Y., P., O., Mich., Ind. & Ill.	40.4	484.2	671 6	—	495	178	86	10332	58,866,254	14,378,789	5,510,852	3,429,037	50 000,000	37,024,000	1,925,820	3,245,152	1,176.8	8,767,042	2,745,052	6,098,445	13,979,766	5,969,501	—	100	107½
Dec. 31, 1878	Lehigh and Lackawanna (C. of N. J.) Pa.	28.0	—	2.0	—	—	—	—	—	775,100	—	—	—	375,100	600,000	—	—	25.0	—	12,400	37,882	27,828	3,912	—	50	....
Dec. 31, 1878	Lehigh and Susquehanna (C. of N. J.) Pa.	105.0	49.7	86.8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	50	....
May 30, 1878	Lehigh Valley..... Pa.	161.0	192.2	346.6	—	235	72	36	....	14,647,081	2,282,317	22,784,411	2,350,670	27,228,858	24,891,000	2,924,178	646,452	302.8	3,547,393	807,482	7,676,956	5,532,735	3,075,811	4 8	50	107½
Dec. 31, 1878	Little Miami ..... Ohio.	120.4	—	55.2	—	45	39	13	679	6,561,375	*	490,632	27,421	4 636,200	2,104,000	27,419	311,809	194.9	1,157,971	850,960	624,564	1,224,691	384,621	—	100	85
Dec. 31, 1878	*Little Rock and Ft. Smith* ‡ ..... Ark.	165.7	—	4.1	—	10	6	2	224	3,000,000	*	.....	.....	5,000,000	3,000,000	.....	.....	165 2	169,845	47,305	47,284	238,648	116,857	—	100	....
Sept. 30, 1878	Long Island ‡ ..... N. Y.	94.9	—	63.0	—	65	152	15	381	6,242,603	*	.....	.....	3,250,600	1,881,750	1,157,861	.....	322.9	1,609,250	1,157,715	251,580	1,537,314	497,895	—	50	....
Dec. 31, 1878	Louisiana and Mo. Riv. (C. & A.)..... Mo.	101.5	63.0	9.4	—	—	—	—	—	3,248,000	—	—	—	1,624,000	1,624,000	—	—	101.5	—	—	—	231 890	138,370	—	100	10‡
Jun. 30, 1878	Louisville, Cincinnati and Lexington. Ky.	174.7	—	28 2	—	31	24	15	443	5,772,640	*	94,988	144,132	1,870,774	3,375,300	664,239	111,447	213.5	613,520	327,384	314,282	978,053	294,160	—	100	....
Jun. 30, 1878	Louisville & Nashville ..... Ky. & Tenn.	185.0	280.6	98.3	—	180	75	37	3,239	24,006,920	*	7,506,120	803,939	9,007,819	17,400,722	2,5c2,673	3,304,765	973.4	3,110,247	720,427	2,614,007	5,697,508	2,344,242	3	100	143½
Dec. 31, 1878	Louisville, N. Albany & Chicago..... Ind.	288.2	—	26.0	—	22	12	8	469	3,500,000	*	.....	.....	1,500,000	2,000,000	.....	.....	288.3	.....	171,863	.....	621,750	50,141	—	100	100
Dec. 31, 1878	Mahoning Coal (A. & Gt. W.) ..... Ohio.	38.0	5.0	9.2	—	—	—	—	—	2,760,450	*	.....	.....	1,373,000	1,471,000	.....	.....	43.0	.....	.....	.....	91.424	36,569	—	50	....
Jun. 30, 1878	Marietta and Cincinnati (B. & O.)..... Ohio.	187.3	87.9	183 5	—	65	33	11	1,378	23,605,983	*	2,584,932	391,220	3,982,050	11,307,811	7,509,691	.....	312.0	2,279,100	701,152	716,617	1,545,753	266,980	—	50	....
Jun. 30, 1878	Marietta, Pittsburg and Cleveland... Ohio.	98.2	1.5	5.5	—	9	8	2	127	3,530,000	*	200,000	3,344	3,530,000	20,113	.....	.....	99.7	171,215	74,140	45,114	110,177	9,467	—	100	....
Dec. 31, 1878	*Marquette Hough. & Ontonagon*..... Mich.	68.1	25.4	20.4	—	36	5	4	1,706	7,804,961	1,050,376	28,667	132,436	4,565,627	4,742,200	102,588	106,025	88.5	195,998	59,411	663,276	566,453	299,181	—	100	15
Jun. 30, 1878	Memphis & Charleston..... T., M. & Ala.	272.0	20.0	29.0	—	37	29	13	626	7,396,106	1,245,848	428,792	1,271,052	5,312,725	4,220,000	1,309,586	.....	292.0	645,928	.....	158,488	682,412	307,445	—	100	37½
Dec. 31, 1878	Memphis and Little Rock..... Arkansas.	4,419,584	—	—	—	—	—	—	212	—	—	408,169	1,500,000	2,850,000	402,217	75,586	.....	132.0	.....	.....	.....	443,764	116,418	—	100	....
Jun. 30, 1878	Memphis, Paducah & North'n.. T. & Ky.	115.0	—	4.7	—	9	6	2	71	(No report since reorganization.								115.0	156,463	.....	.....	208,671	63,062	—	100	....
Dec. 31, 1878	Michigan Central..... Mich.	284.0	—	87.9	—	219	114	35	5,049	28,437,938	*	6,189,161	345,173	18,738,204	13,191,000	20,966	3,192,107	803.7	6,812,530	1,433,987	1,530,737	6,872,094	2,707,353	4	100	94½
Sept. 30, 1878	Milwaukee L. Shore and Western... Wis.	156.4	6.0	6.2	7.0	12	5	6	212	6,913,439	*	.....	.....	6,000,000	750,000	166,439	.....	162.4	351,905	76,913	182,058	245,025	49,745	—	100	....
Jun. 30, 1878	Minneapolis and St. Louis.... Minnesota.	108.5	15.0	7.5	—	4	3	2	56	3,692,911	*	.....	.....	2,000,000	1,101,650	.....	.....	123.5	280,174	64,225	263,359	359,350	117,911	—	100	....
Jun. 30, 1878	Minnesota Midland (3 ft.)..... Minnesota.	60.0	—	2.5	200.0	4	—	—	100	2,529,000	*	.....	.....	2,000,000	386,000	155,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
May 31, 1879	Minnesota Valley (C. & N. W.)... Minn.	24.4	—	1.7	—	—	—	—	—	136,330	—	—	28,669	15,000	150,000	—	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1878	Mississippi and Tennessee... Miss. & Tenn.	100.0	—	8.4	—	11	12	3	144	2,956,654	*	.....	163,917	825,400	1,982,900	324,445	.....	100.0	157,457	.....	.....	378,780	176,935	—	100	....
Jun. 30, 1878	Missouri, Iowa and Nebraska.. Mo. & Ia.	85.0	—	5.0	210.0	5	2	2	—	3,838,140	*	.....	308,672	1,457,223	1,800,000	329,989	559,678	86.0	116,920	39,000	105,000	98,827	3,125	—	100	....
Dec. 31, 1878	Missouri, Kansas and Texas.. M. K. & Tex.	576.0	209.8	96.0	—	88	34	25	1,477	40,988,876	*	.....	.....	21,465,210	18,632,000	6,804,721	.....	785.8	2,950,176	265,473	490,060	2,981,682	848,483	—	100	38½
Dec. 31, 1878	Missouri Pacific..... Missouri.	283.5	13.0	84.0	—	110	52	30	2,499	16,623,000	*	.....	.....	800,000	15,823,000	.....	.....	423.5	.....	751,907	.....	3,984,442	1,660,087	—	100	17
May 31, 1879	Mobile and Girard..... Alabama.	84.0	—	4.2	—	4	5	3	69	2,010,311	*	17,000	8,510	1,278,941	1,133,500	8,039	.....	84.0	104,000	31,485	.....	195,009	60,335	—	100	....
Dec. 31, 1878	Mobile and Montgomery ..... Alabama.	178.8	—	11.7	—	28	17	10	394	3,166,261	557,434	71,478	170,625	2,022,518	275,000	67 754	600,526	178.8	480,138	62,463	.....	690,183	258,391	5	100	....
Jan. 30, 1878	Mobile & Ohio... Ala., Miss., Tenn. & Ky.	472.0	66.6	48.5	—	80	24	14	1,010	18,126,865	*	2,437,577	859,751	5,320,000	15,484,249	719,729	.....	528.6	1,166,773	233,067	186,638	2,098,500	279,351	—	100	23
Oct. 31, 1878	Montgomery and Eufaula ..... Alabama.	80.0	—	4.0	—	7	6	3	78	3,142,999	*	49,967	77,273	1,149,354	1,810,000	1,129,688	.....	80.0	.....	.....	.....	291,354	72,614	—	100	....
Dec. 31, 1878	Morris and Essex ..... New Jersey.	84.6	36.0	205.6	—	111	101	37	3,469	17,710,791	12,144,240	4,141,925	$25,044	15,000,000	19,923,000	.....	.....	120.6	.....	.....	.....	2,710,117	782,328	7	100	110‡
Sept. 30, 1878	Nashua and Lowell..... N. H. & Mass.	14.5	—	23.5	—	21	28	9	275	948,146	201,638	.....	257,163	800,000	200,000	216,183	90,764	53.7	424,020	869,728	271,417	497,456	158,403	2	100	116
Mar. 31, 1879	Nashua & Rochester (W. & N.)... N. H.	48.8	—	4.0	—	—	—	—	—	2,005,800	—	—	—	1,305,800	700,000	—	—	48.8	—	—	—	96,982	48,275	2	100	59
Jun. 30, 1878	Nashv., Chattanooga & St. L.. T. Ala. & Ky.	321.0	132.5	45.1	—	47	28	16	1,030	14,097,296	*	679,152	329,725	6,575,296	7,522,000	918,941	89,939	453.5	1,404,092	186,128	.....	1,871,809	767,995	2	25	65
Jun. 30, 1878	Nashv. & Decatur (L. & N.)... Tenn. & Ala.	122.2	—	13.3	—	—	—	—	—	3,747,557	*	.....	781,532	1,642,557	2,105,000	389,024	39 ,308	122.8	356,841	77,706	425,267	737,756	337,644	6	100	....
Sept. 30, 1878	Naugatuck ..... Connecticut.	56.5	—	10.1	—	13	13	7	93	1,928,845	234,087	108,797	57,969	2,000,000	.....	20,696	309,002	61.7	286,538	274,412	178,203	493,470	206,301	10	100	....
Dec. 31, 1878	Nevada County Narrow Gauge..... Cal.	22.6	—	1.3	—	3	2	2	36	531,164	*	7,427	756	242,200	250,000	37,500	59,647	22.6	.....	57,580	19,955	98,055	51,718	—	100	....
Sept. 30, 1878	Newark, Somerset & Straitsville .. Ohio.	44.0	—	4.0	—	12	2	7	164	1,781,000	*	31,504	73,998	937,400	800,000	149,102	.....	44.0	233,732	.....	.....	135,295	50,749	—	100	....
Jun. 30, 1878	New Brunswick (3‡)..... New Br.	162.0	28.0	5.0	—	10	5	5	115	2,021,000	—	.....	.....	200,000	1,722,000	99,000	.....	190.0	.....	29,783	52,340	122,300	27,111	—	100	....
Jun. 30, 1878	New Brunswick and Canada..... N. Br.	74.0	46.0	14.5	—	11	12	3	45	2,580,500	—	—	—	1,788,000	170,000	22,500	.....	120.0	120,341	24,227	120,172	167,778	54,416	—	100	....
Sept. 30, 1878	Newcastle & Beaver Val. (Penn. Co.).. Pa.	14.9	—	5.8	—	—	—	—	—	834,083	*	55,358	52,472	905,000	.....	881	336,682	14.9	198,351	130,508	952,560	268,143	126,789	24	100	...
Sept. 30, 1878	New Haven and Northamp. Conn. & Mass.	83.9	15.1	25.7	—	20	18	8	458	4.005,281	796,516	82,628	61,270	2,460,000	2,181,000	236,993	67,702	109.3	364,773	268,243	273,437	548,200	225,320	—	100	....
Sept. 30, 1878	New London Northern (C. V.)..... Conn.	100.0	—	16.5	—	22	15	9	266	2,052,708	231,902	65,000	76,985	1,500,000	687,500	180,989	.....	100.0	416,967	281,389	294,830	470,455	129,609	5	100	....
Jan. 31, 1879	New Orleans and Mobile.. La., Miss. & Ala.	141.0	—	10.0	—	34	—	—	—	6,000,000	*	.....	.....	3,525,000	3,525,000	.....	.....	141.0	.....	131,430	161,046	672,986	367,336	—	100	....
Dec. 31, 1878	New York and Canada (D. & H.). N. Y.	112.0	37.0	16.0	—	—	—	—	—	8,153,683	*	126,058	.....	4,000,000	4,000,000	279,741	.....	149.9	297,703	101,374	231,727	.....	.....	—	100	....
Sept. 20, 1878	New York Central & Hudson River. N. Y.	441.7	298.4	1,389	—	595	470	213	—	82,163,689	17,730,466	29,967,488	.....	89,428,300	39,801,233	582,050	.....	1,018.3	5,998,041	8,927,566	7,695,413	26,405,017	10,269,946	8	100	129½
Sept. 30, 1878	New York City and Northern..... N. Y.	24.5	—	1.2	26.8	—	—	—	—	1.775,000	—	—	—	1,275,500	500,000	—	—	—	—	—	—	—	—	8‡	100	....
Sept. 30, 1878	N. Y. and Harlem (N. Y. C. & H. R.) N. Y. City Line.....	126.9	—	60.7	—	—	—	—	—	17.096,144	1,566,020	2,519,150	592,450	9,050,000	10,617,329	2,113,329	———	Included in 5.5		Lessees returns.		745,964	427,326	3‡	100	195
Sept. 30, 1878		5.5	—	5.5	—	—	351	—	—																	
Sept. 30, 1878	N. Y., Lake Erie & Western. N. Y. & Pa.	460.0	96.5	1.179	—	475	311	96	11656	118,949,931	*	44,851,219	.....	85,254,400	66,818,204	.....	.....	928.1	10,739,231	4,896,327	6,150,468	15,644,978	5,009,114	—	100	38½
Sept. 30, 1878	N. Y. & Manhattan Beach (3 ft.)... N. Y.	14.8	—	10.5	—	11	76	2	22	558,111	169,107	704,118	.....	500,000	829,000	45,000	82,829	22.1	131,874	1,056,871	16,740	298,147	138,147	—	100	....
Sept. 30, 1878	N. York & N. England.. M., R. I. & Conn.	85.7	53.2	39.1	100.0	36	65	13	319	20,622,534	*	865,382	53,881	20,000,000	400,000	934,076	201,721	139.0	815,352	1,781,635	435,867	1,006,287	197,890	—	100	40
Sept. 30, 1878	N. Y., N. H. & Hartford. N. Y. C. & Mass.	123.0	17.5	179.1	—	93	199	59	1,280	12,889,584	2,154,455	1,373,778	1,537,029	15,500,000	.....	475,465	1,940,376	152.3	2,087,720	3,525,468	806,799	3,817,281	1,875,625	10	100	164
Sept. 30, 1878	N. Y., Providence & Boston.. Conn. & R. I.	50.0	12.5	57.7	—	24	31	12	252	2,845,022	559,487	1,089,987	.....	3,000,000	1,050,000	218,300	.....	62.5	442,622	657,742	279,354	710,038	273,455	10	100	133½
Sept. 30, 1878	Niagara Br. & Canan. (NYC&HR.) N. Y.	98.5	5.5	—	—	—	—	—	—	1,000,000	—	—	—	1,000,000	—	—	—	—	—	—	—	—	60,000	6	100	....
Sept. 30, 1878	North Carolina (R. & D.) ..... N. C.	223.5	—	14.5	—	—	—	—	—	4,933,778	—	466,223	59,020	4,000,000	291,500	135,742	1,024,779	223.2	433,744	98,763	98,763	494.022	159,659	6	100	....
Sept 30, 1878	Northeastern ‡ ..... S. C.	92.0	—	8.1	—	13	13	5	—	2,148,131	*	47,317	47,417	899,350	1,142,000	89,181	35,896	102.0	272,509	46,141	.....	363,645	162,500	—	100	....
Mar. 31, 1879	Northern ..... New Hampshire.	69.5	13.4	16.5	—	25	14	10	142	3,068,400	*	387,960	498,637	3,068,400	100	396,617	484,880	8.5	452,301	141,209	401,922	426,574	107,372	5	100	106‡
Dec. 31, 1878	Northern Central ..... Md. & Pa.	137.0	13.0	192.9	—	152	64	42	532	12,184,505	4 196,107	5,156,440	560,455	5,842,000	15,383,000	1,828,533	.....	322.5	2,936,663	1,380,393	5,903,371	3,723,456	1,118,960	—	50	75‡
Aug. 31, 1878	Northern Pacific... Minn. Dak., Wash. &c.	449.0	136.5	26.0	130.0	48	22	24	5,296	19,588,650	1,115,378	130,696,587	120,347	100,000,000	.....	50,342,761	1,176,193	646.0	.....	.....	.....	1,198,332	583,700	—	100	31
Oct. 31, 1878	North Pennsylvania (P. & R.)..... Pa.	55.6	32.6	79.5	—	58	63	32	1,196	5,834,418	1,748,208	4,619,607	251,639	4,264, 50	6,000,000	2,041,255	148,329	88.2	1,390,319	1,310,278	917,484	1,460,924	573,061	4	50	90‡
Sept. 30, 1878	Norwich & Worcester..... Ct. & Mass.	59.4	7.0	13.9	—	21	15	7	1,145	3,205,435	179,751	278,037	223,630	2,604,400	400,000	51,928	845,525	66.4	407,889	335,000	405,094	686,833	289,778	10	100	152
Sept. 30, 1878	Ogdensburg & L. Champlain..... N. Y.	118.0	4.0	14.0	—	34	15	6	573	5,677,000	*	.....	.....	5,077,000	994,000	267,202	.....	122.0	462,739	115,618	269,843	542,670	144,325	—	100	22
Dec. 31, 1878	Ohio and Mississippi..... O., Ind. & Ill.	340.5	274.5	103.0	—	124	58	31	950	33,981,476	*	50,578	377,737	24,050,000	12,841,000	1,924,750	.....	615.0	.....	.....	.....	3,137,136	861,547	—	100	30½
Sept. 30, 1878	Old Colony..... Mass. & R. I.	249.4	52.4	76.3	—	72	158	27	2,510	10,282,291	1,191,319	1,832,238	320,976	6,783,800	5,564,500	619,449	709,055	301.8	1,193,057	3,959,023	631,190	2,077,616	705,278	6	100	110½
Dec. 31, 1878	Omaha and Republican Val..... Neb.	74.2	—	2.4	—	2	2	1	1,811	1,113,000	*	.....	.....	371,000	742,000	.....	.....	74.2	.....	.....	.....	88,769	41,216	—	100	....
Sept. 30, 1878	Oswego and Syracuse..... N. Y.	35.0	—	15.6	—	14	13	6	285	1,762,540	*	.....	.....	1,320,400	461,500	8,601	.....	35.0	206,070	136,118	201,874	279,562	74,852	9	100	....
Jan. 31, 1878	Paducah and Elizabethtown..... Ky.	175.6	—	9.3	—	17	6	4	492	4,277,634	*	56,606	22,674	2,853,000	1,428,194	66,644	10,079	185.6	352,451	53,277	223,882	319,542	88,286	—	100	....
Dec. 31, 1878	Panama..... New Grenada.	47.6	—	12.2	—	15	24	4	415	12,000,000	*	.....	.....	7,000,000	3,577,308	.....	.....	47.6	.....	24,921	152,478	2,114,859	1,569,515	12	100	195
Dec. 31, 1878	Pekin Linc. and Decatur..... Ill.	67.4	—	7	—	—	—	—	128	1,585,448	*	.....	.....	574,000	1,076,000	.....	.....	76.5	147,388	76,899	144,042	217,369	76,585	—	100	....

Dec. 31, 1878	329.0	160.9	628.6	—	648	335	128	—	Pennsylvania [1]	Pennsylvania.	58,787,686	*	77,082,509	11,909,491	68,870,200	55,114,760	19,096,287	4,057,815	1,055.0	12,847,569	5,205,797	10,946,752	20,317,140	9,396,037	2	50	119
Nov. 30, 1878	105.1	22.8	87.4	—	50	—	—	1,554	Pennsylvania and N. York. (D.&H.)	Penn.	4,658,525	1,183,126	.....	.....	5,061,700	3,000,000	.....	.....	105.1	.....	149,478	650,344	1,424,468	518,042	—	50	....
Apl 30 1878	44.0	6.0	3.0	—	6	3	1	80	Pensacola	Florida.	650,000	*	.....	.....	300,000	350,000	.....	.....	50.0	52,657	15,274	.....	102,680	36,755	12	100	....
Jan. 30, 1878	63.0	—	15.7	—	13	7	4	172	Peoria, Pekin & Jacksonville	Ill.	3,229,700	*	.....	.....	1,239,700	2,000,000	47,174	.....	83.0	223,285	94,911	148,964	227,501	82,811	—	100	....
Sept. 30, 1878	64.0	—	4.0	—	9	5	3	80	Petersburg	Virginia.	2,334,700	*	.....	263,822	1,324,200	1,010,500	426,489	.....	64.0	130,326	34,977	81,296	190,729	26,514	—	100	....
Dec. 31 1878	51.7	—	5.2	—	8	40	8	51	Phila. & Atlantic City (3 ft.)	N. Jer.	827,823	*	.....	.....	300,620	230,900	300,900	.....	51.7	140,376	.....	.....	78,004	.....	—	100	....
Oct. 31, 1878	46.0	—	7.2	—	10	6	3	120	Philadelphia & Balt. Cent.	Penn. & Md.	1,864,494	234,820	320,028	52,820	463,556	1,500,000	72,038	437,568	57.0	155,261	211,115	181,306	287,870	86,849	—	50	....
Dec. 31, 1878	287.4	—	143.0	—	123	39	18	5,030	Philadelphia and Erie (Penn.)	Pa.	26,150,110	*	279,094	137,694	8,473,70	17,656,000	1,330,539	.....	287.4	2,284,430	450,344	2,810,466	2,921,130	876,111	—	50	31
Phila., Germ. & Norristown (P. & R.)	Pa.	1,639,872	367,988	274,495	.....	2,246,500	.....	57,636	29.3	.....	.....	.....	278,495	263,663	12	50	704
Nov. 30, 1878	98.4	228.6	763.4	—	416	334	58	192	Philadelphia & Reading	Penn.	30,513,089	2,355,442	68,959,782	10,565,396	34,278,175	75,300,797	11,196,199	.....	799.4	8,092,849	6,876,413	8,766,979	11,539,586	6,307,821	—	50	304
Oct. 31, 1878	96.3	15.9	151.2	—	80	116	178	1,174	Phila., Wilm. & Baltimore	Pa. D. & Md.	13,026,537	*	2,420,062	61,746	11,567,750	2,758,500	519,996	662,099	112.2	1,613,936	2,248,781	793,365	2,660,446	1,198,048	8	50	138
Dec. 31, 1878	192.8	8.1	64.0	—	106	39	16	1,472	Pittsburg, Cin. & St. L. (Pa. Co.)	Pa. & Ohio	19,942,295	*	1,249,156	1,814,337	8,437,200	12,497,000	2,363,455	.....	200.9	2,746,013	747,455	2,142,155	3,176,370	1,186,763	—	50	....
Sept. 30, 1878	149.6	1.9	37.3	—	16	15	—	296	Pittsb. & Connellsville (B.&O.)	Pa. Md.	12,915,671	470,698	42,697	3,302	1,955,741	10,618,600	4,045,687	.....	174.0	1,579,169	761,307	1,829,465	1,542,754	578,312	—	50	....
Dec. 31, 1878	468.4	—	215.6	—	278	152	51	6,685	Pittsb., Ft. W. & Chicago	P., O., I. & L	28,743,396	*	215,315	12,000	25,38 ,586	13,510,000	.....	75,125	468.4	7,348,579	2,253,731	3,026,250	7,830,110	3,689,197	7	100	1243
Dec. 31, 1878	6 .0	2.5	3.5	—	20	10	4	505	Pittsburg and Lake Erie	Penn.	3,418,553	*	.....	.....	1,259,853	1,675,000	483,700	.....	.....	.....	.....	.....	.....	.....	—	50	50
Dec. 31, 1878	95.0	25.0	33.0	—	37	19	6	263	Pittsb., Titusville and Buff	N. Y. & Pa.	9,086,405	*	.....	.....	4,950,450	4,050,923	75,022	.....	120.0	483,165	281,919	522,402	526,701	184,563	—	50	32
									Pittsb., Wheeling & Kenucky	W. Va.	599,393	*	.....	34,827	399,600	200,000	32,620	.....	24.0	44,475	47,991	45,658	49,314	10,804	—	100	....
Dec. 31, 1878	24.0	—	1.2	6.0	—	—	—	—	Portland and Ogdensburg	Me. & N.H.	3,554,544	292,538	77,496	48,317	1,052,186	2,642,500	221,094	54,215	108.0	192,748	84,210	109,875	270,783	88,574	—	100	....
Sept. 30, 1878	92.0	—	10.0	—	9	16	4	160	Portland and Rochester	Me. & N. H.	1,966,271	*	.....	.....	636,011	1,500,000	59,455	.....	52.5	155,659	118,583	92,042	148,151	29,334	—	100	....
Sept. 30, 1878	52.5	—	7.0	—	7	9	4	137	Portland, Saco & Portsmouth	Me.	1,834,091	96,555	69,354	98,750	1,500,000	.....	93,750	.....	.....	.....	.....	.....	.....	90,000	6	100	107
Sept. 30, 1878	51.0	—	18.1	—	19	—	—	203	Poughkeepsie, Hartford & Boston	N.Y.	1,885,000	*	.....	.....	850,000	535,000	41,035	.....	47.5	76,503	51,040	48,647	56,296	11,121	—	100	....
Sept. 30, 1878	42.7	—	2.3	—	4	5	—	60	Providence and Springfield	R.I. & Mass.	913,424	109,612	27,198	16,512	517,150	500,000	.....	40,498	22.8	49,019	92,207	35,466	86,597	41,512	—	100	....
Sept. 30, 1878	22.8	—	1.6	—	3	3	1	57	Providence and Worcester	R. I. & Mass.	2,018,983	300,839	59,340	136,853	2,000,000	1,176,000	629,130	110,535	66.7	458,923	1,627,427	624,722	870,876	290,815	4	100	....
Sept. 30, 1878	43.4	8.0	53.6	—	30	33	8	1,282	Raleigh and Gaston	North Carolina	1,500,000	*	1,173,557	133,249	1,500,000	821,000	5,306	480,500	97.0	.....	44,615	.....	242,478	107,185	—	100	....
May 31, 1878	97.0	—	6.9	—	12	12	9	131	Rensselaer and Saratoga	N.Y.	6,679,305	1,827,968	1,340,669	853,662	6,854,100	2,000,000	1,347,507	.....	332.6	712,320	1,126,484	602,540	1,328,359	754,246	8	100	120
Sept. 30, 1878	140.5	11.0	13.5	—	56	37	20	1,547	Richmond and Danville [1]	Va. & N. C.	6,879,853	*	2,518,453	47,575	3,866,400	4,131,886	447,575	.....	200.9	606,646	87,824	235,962	942,386	510,948	—	100	....
Sept. 30, 1878	80.0	—	7.2	—	12	16	10	793	Richmond, Fred'burg and Potomac [1]	Va	2,835,269	*	112,153	74,957	1,532,829	878,241	83,965	547,553	82.9	174,311	128,000	48,321	812,032	151,856	—	100	....
Sept. 30, 1878	22.5	2.8	2.6	—	7	7	5	137	Richmond and Petersburg	Va.	1,102,684	67,861	41,791	34,264	1,008,000	225,000	22,267	10,741	24.8	73,787	102,8 5	80,760	62,853	4,479	—	100	....
Sept. 30, 1878	41.0	—	1.9	—	4	7	2	168	Richmond, York Riv. & Chesapeake	Va.	598,372	.....	.....	.....	480,100	273,000	.....	.....	41.0	52,160	18,214	52,238	92,803	1,956	—	100	....
Sept. 30, 1878	107.6	—	10.7	—	11	8	4	57	Rochester and State Line	N. Y.	2,081,248	229,082	.....	.....	22,094	2,187,400	109,386	.....	107.6	212,668	93,177	134,771	214,444	82,402	—	100	....
Dec. 31, 1878	91.0	—	4.5	—	9	5	2	232	Rock Island and Peoria	Ill.	1,677,869	*	7,278	26,177	1,500,000	150,000	61,125	.....	91.0	207,201	109,359	191,428	386,489	96,278	3	100	....
Sept. 30, 1878	141.1	239.2	54.9	—	5	53	23	86	Rome, Watertown and Ogdensburg	N. Y.	8,797,611	563,304	.....	.....	3,147,600	7,749,900	608,688	.....	403.9	1,053,606	576,974	870,905	1,213,785	350,747	—	100	21
								1,182	Rutland (C. V.)	Vermont.	8,843,238	457,800	1,066,402	.....	6,480,000	2,546,400	559,741	.....	136.0	.....	.....	[rental, et c.	298,812	278,758	—	100	51
Jan. 30, 1879	120.0	—	26.0	—	—	—	—	—	Saginaw Valley and St. Louis	Mich.	847,208	*	2,309	39,188	264,004	446,000	.....	177,901	31.8	64,550	37,707	44,957	84,952	51,967	—	100	....
Dec. 31, 1878	34.8	—	2.8	—	4	2	2	50	St. Croix and Penobscot	Me.	311,935	52,065	5,142	10,824	100,000	202,700	26,429	54,784	22.0	25,066	11,516	28,633	38,566	15,425	—	100	....
Sept. 30, 1878	22.0	—	3.3	—	4	4	—	190	St. Joseph and Denver City	Kansas	9,500,000	*	51,689	.....	3,300,000	6,200,000	48,704	.....	227.0	408,887	26,638	157,266	641,391	61,181	—	100	....
Dec. 31, 1878	27.0	—	11.4	—	13	4	12	154	St. L., Alton & T. H.	Ill. & Ind.	11,768,400	*	617,500	442,276	4,768,400	7,000,000	955,985	103,792	175.2	295,390	184,988	473,648	506,459	239,621	—	100	22
Dec. 31, 1878	189.0	—	19.0	—	13	11	4	632	Belleville Branch	Illinois.																	
Dec. 31, 1878	—	16.8	—	—	—	—	—	—	*St. Louis, Iron Mt. and So.* [1]	Mo. & Ark.	45,237,716	*	5,098,122	752,930	21,469,100	25,909,000	4,956,083	.....	684.5	2,217,586	900,556	694,601	4,514,321	1,945,955	—	100	84
Dec. 31, 1878	469.5	195.0	114.3	—	118	48	24	2,561	St. Louis, Jacksonv. & Chic. (C. & A.)	Ill.	5,072,000	.....	.....	.....	2,347,800	2,725,000	.....	.....	.....	.....	.....	[rental.	240,000	240,000	—	100	....
Dec. 31, 1878	160.6	—	13.2	—	—	—	—	—	St. L., Kansas City & Northern	Mo	24,434,244	*	1,096,831	368,907	24,000 000	10,161,500	1,237,500	533,000	508.6	.....	499,441	960,466	3,324,496	1,347,500	—	100	....
Dec. 31, 1878	265.5	113.3	67.2	—	100	42	20	2,600	St. Louis & San Francisco	Mo. & Ind. T.	26,198,626	729,166	.....	427,174	21,642,100	5,292,000	289,435	130,431	327.3	872,626	63,152	254,380	1,201,652	608,517	—	100	36
Dec. 31, 1878	327.3	—	25.8	—	29	10	8	813	St. Louis & S. Eastern	Ill. & Ind.	11,022,709	*	.....	.....	10,841 100	5,145,000	.....	.....	208.2	658,208	183,359	.....	954,333	168,210	—	100	....
Oct. 31, 1878	169.3	17.4	26.9	—	23	12	4	659	St. Louis, Vandalia & T. H.	Ill. & Ind.	8,327,709	*	3,525	.....	5,928,015	4,499,000	237,808	.....	158.3	966,978	204,058	659,765	1,059,443	158,686	—	100	35
Oct. 31, 1878	158.3	—	25.9	—	32	14	8	748	*St. Paul and Duluth*	Minn.	8,832,523	.....	.....	.....	8,832,523	.....	.....	.....	169.0	350,670	46,568	224,767	488,349	121,008	—	100	36
May 31, 1878	156.0	—	19.5	—	11	10	4	813	St. Paul and Sioux City	Minn. & Iowa.	4,566,137	*	325,673	43,019	4,421,697	113,278	255,270	133,584	121.3	266,669	86,179	206,913	602,754	239,506	—	100	36
Dec. 31, 1878	121.3	—	11.5	—	15	7	6	475	Sandusky, Mans. & Newark	Ohio.	3,363,300	*	244,931	118,558	1,059,972	2,300,000	327,077	40,900	116.3	841,442	191,069	731,146	657,682	284,227	—	50	....
Sept. 30, 1878	116.3	—	24.0	—	35	13	14	684	Savannah & Charleston	S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	111.3	.....	.....	.....	503,883	20,046	—	100	....
July 31, 1878	106.0	5.3	4.9	—	10	9	6	80	Scioto Valley	Ohio.	3,111,945	*	3,322	60,424	1,772,050	1,800,000	94,170	9,471	100.0	333,049	155,114	147,842	282,153	125,878	—	100	....
Dec. 31, 1878	109.0	—	7.1	—	10	10	4	76	Seaboard and Roanoke	Va. & N. Carolina.	2,140,813	*	.....	.....	1,350,400	215,000	120,872	1,222,462	80.0	214,315	35,051	202,890	487,797	160,376	7	100	....
Sept. 30, 1878	80.0	—	6.0	—	16	12	4	267	Sheboygan and Fond du Lac	Wisconsin.	2,871,771	*	.....	.....	1,410,500	1,600,000	66,749	.....	79.0	125,679	50,345	88,376	99,158	20,072	—	100	....
Sept. 30, 1878	79.0	—	4.0	—	5	6	6	143	Shenango and Allegheny	Pa.	1,186,049	*	25,000	215,662	200,000	1,097,000	128,101	.....	46.0	.....	33,533	349,229	264,039	135,281	—	50	....
Nov. 30, 1878	46.0	—	8.2	49.0	8	4	2	117	Shore Line (N. Y., N. H. and H.)	Conn.	1,200,000	.....	.....	.....	1,000,000	200,000	.....	.....	50.0	246,968	299,154	43,405	317,978	101,539	3	100	....
Sept 30, 1878	50.0	—	6.8	—	—	—	—	—	*Sioux City and Pacific*	Neb. & Iowa.	5,350,080	*	.....	.....	2,068,400	3,055,600	.....	.....	158.5	165,745	59,315	135,055	414,477	100,090	—	100	....
Dec. 31, 1878	107.4	—	12.6	—	13	8	6	160	South and North Alabama	Ala.	10,058,632	*	.....	.....	3,461,767	6,131,000	575,575	.....	199.0	552,986	79,068	718,952	844,689	293,649	—	100	....
Jan. 30, 1878	183.0	7.0	24.0	—	1	1	1	52	South Carolina [1]	South Carolina.	9,561,780	*	1,332,845	643,926	5,819,275	4,932,479	1,413,036	.....	248.0	691,202	104,064	252,366	1,011,861	400,306	—	100	....
Dec. 31, 1878	137.0	106.0	31.0	—	43	49	—	462	Southern Central	N. Y.	3,273,492	397,661	625,858	131,764	1,790,234	2,540,125	88,415	.....	114.0	413,552	149,484	440,071	462,906	142,880	—	100	....
Sept. 30, 1878	114.0	—	17.3	—	16	9	5	406	Southern Minnesota [1]	Minnesota.	6,424,100	.....	.....	.....	1,984,200	4,639,900	.....	.....	167.0	326,497	64,978	176,342	643,036	311,152	—	100	....
Dec. 31, 1878	167.0	—	11.2	—	14	6	3	208	Southern Pacific	California.	63,995,530	1,780,051	1,035,716	76,273	36,763,900	29,186,000	1,558,925	.....	712.0	.....	.....	.....	4,327,086	1,155,704	—	100	....
Dec. 31, 1878	161.0	55.1	48.2	—	48	66	10	974	Southwestern	Ga.	4,291,200	*	.....	.....	3,892,900	339,000	.....	.....	310.5	441,690	.....	.....	729,223	352,631	8	100	....
Aug. 31, 1878	144.0	166.8	21.5	—	36	26	—	892	Springfield, Athol and Northeastern	Mass.	1,276,126	53,399	49,800	26,278	816,450	600,000	271,861	.....	48.0	94,204	58,000	55,929	91,924	21,979	—	100	....
Sept. 30, 1878	48.5	—	3.0	—	3	4	2	17	Sussex	New Jersey.	1,875,100	*	.....	.....	1,658,000	226,500	.....	.....	34.0	104,230	.....	.....	98,538	28,118	—	100	....
Dec. 31, 1878	24.0	10.0	8.7	—	7	4	3	51	Syracuse, Bing. and New York	N.Y.	4,039,029	*	12,662	253,809	2,004,000	2,020,000	216,696	65,804	81.0	378,111	150,916	810,886	610,582	224,624	3	100	....
Dec. 31, 1878	81.0	—	23.0	—	13	9	2	380	Terre Haute and Indianapolis	Indiana.	3,081,378	*	1,385,974	693,169	1,988,150	1,600,000	291,968	1,280,393	113.8	953,319	221,841	1,092,095	876,865	356,378	8	50	100
Oct. 31, 1878	79.7	31.2	31.5	—	40	22	15	1,000	Texas and New Orleans (of 1874)	Texas.	4,142,000	.....	.....	.....	3.0 0,000	1,142,000	548,854	125,095	108.0	.....	.....	86,398	220,187	75,284	—	100	....
Dec. 31, 1878	108.0	—	5.4	—	4	2	2	272	Texas and Pacific [1]	Texas.	26,319,117	*	925,673	167,318	6,99 ,000	18,806,235	1,349,575	327,908	448.9	1,392,777	268,149	407,116	2,136,143	955,455	—	100	25
May 31, 1879	179.7	284.1	39.4	89.0	49	21	11	977	Toledo, Peoria and Warsaw	Illinois.	12,720,188	.....	.....	.....	5,700,000	6,450,000	.....	.....	247.0	1,022,612	230,965	702,510	1,358,290	472 211	—	100	134
Dec. 31, 1878	227.4	19.0	36.3	—	44	15	10	726	Troy and Boston	New York.	2,458,762	*	.....	.....	1,809,010	2,179,500	436,022	.....	62.9	405,824	294,879	595,901	560,344	274,747	2	100	....
Sept. 30, 1878	34.7	—	13.1	—	15	15	7	459	Ulster and Delaware	New York.	1,952,357	*	.....	.....	1,152,100	1,478,000	57,582	.....	74.0	104,743	82,965	85,467	168,158	81,658	—	100	....
Sept. 30, 1878	74.0	—	5.8	—	7	8	3	131	United New Jersey (Pa.)	N. Jer.	34,988,581	*	6,549,845	.....	20,190,400	20,095,545	1,545,956	.....	378.6	4,904,560	7,127,224	3,840,228	7,696,451	1,583,229	10	100	173
Dec. 31, 1878	275.5	—	369.8	—	285	310	34	2,762	*Union Pacific*	Nebr. Wy. & Utah.	115,214,588	*	13,046,224	.....	36,782,300	77,424,512	.....	.....	103.8	5,846,580	185,315	844,019	11,121,272	7,744,686	—	100	924
Dec. 31, 1878	1.088	—	115.0	—	172	121	41	2,279	Utah and Northern	Utah and Idaho.	5,040,000	*	.....	.....	2,520,000	2,520,000	.....	.....	111.5	.....	.....	[9 mos.	198,12	62,069	—	100	....
Apr. 30, 1879	210.0	—	10.5	160.0	16	4	2	318	Utica and Black River	New York.	2,278,791	416,847	296,152	18,694	1,771,720	1,112,000	57,803	168,956	180.1	339,389	218 253	108,560	453,144	239,292	4	100	....
Sept. 30, 1878	87.0	—	15.9	—	18	23	10	210	Utica, Ithaca and Elmira	New York.	2,854,090	*	.....	.....	1,004,100	1,500,000	355,438	.....	118.0	211,252	108,365	88,120	147,642	def.3,911	—	100	....
Sept. 30, 1878	71.0	—	10.0	—	4	8	5	36	Vermont and Mass. (Fitchb.)	Mass.	3,283,328	*	476,311	49,427	2,36 ,000	900,000	6,264	38,802	58.8	.....	.....	[rental.	153,197	150,197	5	100	122
Sept. 30, 1878	56.0	24.1	31.1	—	—	—	—	—	Vicksburg and Meridian	Miss.	3,288,468	*	.....	33,163	1,397,603	3,166,973	83,474	.....	142.0	187,892	43,666	45,597	229,175	70,315	—	100	....
Feb. 28, 1879	140.0	2.0	10.0	—	17	10	5	95	Virginia and Truckee	Nevada.	3,995,381	712,279	427,543	104,857	6,000,000	1,101,000	.....	.....	52.7	458,810	.....	507,922	1,604,443	725,092	12	100	....
Dec. 31, 1878	52.2	2.5	37.0	—	24	10	4	357	Wabash	Ohio, Indiana and Illinois.	36,311,468	*	191,442	834,887	16,000,000	20,311,467	854,018	172,291	678.0	6,316,700	358,879	1 952,003	4,798,272	1,854,128	—	100	49
Dec. 31, 1878	462.1	148.1	43.3	100.0	197	68	30	4,711	Wash. City, Va. Mid. & Gt. Southern [1]	Va.	10,143,393	*	.....	.....	4,265,297	6,747,067	1,811,661	.....	296.2	785,119	149,248	192,197	925,044	225,564	—	100	....
Sept. 30, 1878	258.5	121.5	18.0	—	37	39	16	476	Washington and Ohio	Virginia.	1,942,297	*	.....	.....	1,777,927	387,300	142,300	.....	51.7	99,745	20,169	27,128	102,883	22,237	—	100	....
Sept. 30, 1878	51.7	—	2.6	—	4	7	6	66	West Chester and Philadelphia	Pa.	1,541,105	200,350	447,922	65,159	821,300	1,100,000	95,601	267,458	35.3	258,976	756,469	84,958	812,487	146,127	3	53	....
Oct. 31, 1878	26.3	—	5.0	—	11	23	5	70	West Jersey	New Jersey.	1,786,862	459,297	1,583,624	91,188	1,359,750	2,400,000	71,539	39,592	128.5	440,545	613,330	119,632	641,576	202,985	—	50	70
Dec. 31, 1878	89.5	—	18.4	—	20	52	17	222	Western of Alabama [1]	Alabama.	3,297,380	*	28,388	157,000	724,011	2,553,000	207,757	.....	167.0	292,386	.....	.....	514,107	176,852	—	100	....
Aug. 31, 1878	116.0	51.0	8.4	—	19	4	6	248	Western Maryland	Maryland.	4,568,206	*	20,000	43,701	682,250	3,675,900	5,147	287,610	90.0	419,331	368,956	136,021	847,201	129,990	—	100	84
Sept. 30, 1878	90.0	—	10.5	—	13	26	8	228	Western Union (C., M & St. P.)	Wis. & Ill.	1,000,000	313,114	608,364	16,294	4,000,000	3,500,000	387,629	255,633	212.7	870,604	229,094	402,341	1,067,654	304,401	—	100	85
Sept. 30, 1878	192.6	20.7	23.6	—	39	14	13	602	Wilm., Colum. and Augusta	N. C. & S. C.	4,992,540	*	30,221	204,235	200,000	1,248,000	1,006,944	.....	189.0	.....	.....	83,850	409,498	98,658	—	100	55
Sept. 30, 1878	139.0	—	13.0	—	33	12	7	296	Wilmington and Weldon [1]	N.C.	3,240,365	*	88,423	63,078	1,456,200	1,619,100	5 ,132	315,434	140.5	406,277	.....	.....	812,171	176,277	3	100	58
Sept. 30, 1878	168.5	17.0	13.2	—	38	19	13	350	Worcester and Nashua	N.H. & Mass.	2,136,480	290,000	564,980	75,045	1,789,800	1,000,000	117,024	229,767	94.5	342,755	326,977	313,962	473,240	168,351	—	100	58
Sept. 30, 1878	45 7	—	23.4	—	30	22	7	438																			

☞ At the recent annual election of the Pullman Palace Car Co., Robert T. Lincoln was elected a director in the place of J. N. Du Barry resigned. The other directors were re-elected; and the Board, as at present organized, consists of George M. Pullman, President, Charles G. Hammond, John Crerar, Marshall Field, Amos T. Hall, Robert T. Lincoln and R. P. Flower.

☞ Work was begun at Grindstone Hill on the 2d inst., on the Baltimore and Cumberland Valley railroad. The contract calls for the completion of the work from Waynesboro to Shippensburg, Penn., by the 1st of July.

Statement of the Public Debt of the United States, September 1, 1880.

DEBT BEARING INTEREST.

	Amount Outstanding.	Accrued Interest.
6 per cent. 1880 bonds, 1861..	$14,857,000 00	$148,570 00
6 per cent. bonds, 1881 (Oregon,) 1861	724,950 00	7,249 50
6 per cent. 1881 bonds, 1861..	153,392,100 00	1,533,921 00
6 per cent. 1881 bonds, 1863..	60,485,100 00	604,851 00
5 per cent. funded loan of 1881	480,416,450 00	2,001,710 21
4½ per ct. funded loan of 1891	250,000,000 00	2,812,500 00
4 per ct. funded loan of 1907.	738,241,350 00	4,921,609 00
Refunding Certificates.....	1,106,450 00	7,376 33
3 per cent. navy pension fund, 1883.....	14,000,000 00	70,000 00
Aggregate of debt bearing interest.....	$1,713,198,400 00	$12,107,597 04
Interest due and unpaid		2,964,803 76

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,250 00	22 00
6 per cent. bounty land scrip, 1847.....	3,275 00	213 06
5 per cent. Texas indemnity bonds, 1850.....	21,000 00	3,045 00
6 per cent bonds, of 1858	8,000 00	.....
5 per cent. bonds, 1860.....	10,000 00	600 00
6 per cent. 5-20 bonds, called 1862.....	384,250 00	3,508 10
6 per cent. 5-20 bonds, called June, 1864	67,900 00	682 80
6 per cent. 5-20 bonds, called 1865	114,050 00	50,255 60
5 per cent. 10-40 bonds, called, 1864.....	1,628,300 00	238,118 75
6 per cent. Consol. bonds, called, 1865.....	563,450 00	2,116 58
6 per cent. Consol. bonds, called, 1867.....	2,059,800 00	259,472 08
6 per cent. Consol. bonds, called, 1868	617,600 00	85,082 07
1-10 to 6 per cent. treasury notes, prior to 1846	82,525 35	2,068 06
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
5 to 6 per cent. treasury notes, 1857.....	1,700 00	99 00
6 per ct. treasury notes, 1861.	3,000 00	364 50
7 3-10 per cent. 3 years' treasury notes, 1861.....	16,600 00	1,137 65
5 per cent. 1 year notes, 1863.	46,095 00	2,316 85
5 per cent. 2 year notes, 1863.	35,900 00	1,950 49
6 per cent. compound interest notes, 1863-64.....	241,110 00	49,043 96
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	144,850 00	5,371 55
6 per cent. certificates of indebtedness, 1863.....	4,000 00	253 48
4 to 6 per cent. temporary loan, 1864.....	2,950 00	244 19
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$6,124,035 26	$771,412 11

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$60,880 00	
Legal tender notes, 1862-63...	346,681,016 00	
Certificates of deposit.....	11,300,000 00	
Coin certificates, 1863.....	7,697,900 00	
Silver certificates, 1878.....	13,138,040 00	
Unclaimed interest.....		7,327 03
Fractional currency, 1862, 1863 and 1864..$15,557,229 37		
Less amount estimated as lost or destroyed, act of June 21, 1870..... 8,375,934 00		
	7,181,995 37	
Aggregate of debt bearing no interest.....	$386,059,831 37	$7,327 03

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$229,410,150 00	
Bonds at 5 per cent.....	480,416,250 00	
Bonds at 4½ per cent.....	250,000,000 00	
Bonds at 4 per cent.....	738,241,350 00	
Refunding certificates.....	1,106,450 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$1,713,198,400 00	$15,072,400 80
Debt on which interest has ceased since maturity.....	6,128,035 26	771,412 11
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$346,741,896 00	
Certificates of deposit.....	11,300,000 00	
Coin and Silver Certificates.	20,836,940 00	
Fractional currency.....	7,181,995 37	
	$386,059,831 37	
Unclaimed interest.....		7,327 03
	$2,105,386,266 63	$15,851,139 94
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,121,237,406 57

AMOUNT IN TREASURY.

Interest due and unpaid.....	$2,964,803 76
Debt on which interest has ceased.....	6,128,035 26
Interest thereon.....	771,412 11
Gold and silver certificates.....	20,835,940 00
U S. Notes held for redemption of certificates of deposit.....	11,300,000 00
Cash balance available Sept. 1, 1880.....	154,668,141 10
	$196,368,332 23
Debt, less amount in Treasury, Sept. 1, 1880.	$1,924,869,074 34
Debt, less amount in Treasury, on the 1st ult.	1,936,896,241 92
Decrease of debt during the month.....	$12,027,167 59
Decrease of debt since June 30, 1880.....	$17,603,221 00

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$258,851 20
Kansas Pacific bonds, 1862-64	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	16,282 20
Totals.....	$64,623,512 00	$646,235 12

Interest paid by United States, $47,589,861 30; interest repaid by transportation of mails, &c., $13,643,333 04; interest repaid by cash payments: 5 per cent net earnings, $655,198 87; balance of interest paid by United States, $33,291,329 39.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, Aug. 31, 1880.

JOHN SHERMAN,
Secretary of the Treasury.

What's in a Name.

Contrary to general belief, there seems to be something in a name after all. In referring to the reported discoveries of gold mines in New York, The Daily Stock Report, of San Francisco, says: "The names of townships and counties in Northern New York must be changed before an experience-wise public will believe that gold mines have been struck there. Imagine a gold discovery in a place so politely named as 'Benson Township, Hamilton County!' Let this be changed to 'Jackass Gulch, Hamstring District.' Tell us no more of 'Greenfield,' 'Milton,' 'Mountain House,' in 'Saratoga County,' as the places where strikes have been made. Californiaize them into 'Buckshot Belt,' 'Million-a-minute,' 'Tip-top Shanty,' 'Shirt-tail Bend,' 'Bill-be-damn,' and faith may follow."

☞ The product of the Homestake Mine, Black Hills, for the last two weeks of August was 5,209 ounces of gold bullion, valued at about $86,500. This makes over $144,000 for the month of August, or $16,000 more than for July, which showed the largest production of any month up to that date.

Philadelphia Stock Exchange.

Closing Prices for the week ending Sept. 14.

	W.S.	Th.9.	F.10.	Sa. 11.	M.13.	Tu.14.
Allegheny Val. 7s-10s.....	....	....	....	....	....	....
7s, Income.....	....	32	....	....	....	....
Camden & Am. 6s, 1883....	....	....	....	....	....	32
6s, 1889.....	....	....	....	....	....	104
Mort. 6s, 1889.....	....	....	....	....	....	....
Camden and Atlantic.....	....	....	114	115	....	....
Preferred	....	....	31	....	....	....
1st mortgage.....	....	....	....	....	....	....
2d mortgage.....	....	....	....	....	....	....
Catawissa	....	....	....	....	....	....
Preferred.....	....	46	....	....	....	....
7s, new.....	....	....	....	....	....	....
Del. & Bound Brook.....	....	....	....	....	....	....
7s.....	....	115	....	....	....	....
Elmira & Williamsport....	....	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
Hunt. & B. Top Mt	7¼	....	....	....	....	....
Preferred.....	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	32¼	32¼	33¼	34¼	35	34¼
6s, 1884.....	....	....	108	....	....	....
Gold Loan.....	....	....	....	....	....	....
Railroad Loan.....	....	....	....	....	....	....
Conv. Gold Loan...	....	....	....	....	....	....
Consol. Mort. 7s.....	105	....	105	....	105¼	....
Lehigh Valley	53¼	54¼	54	54	54¼	54¼
1st mort. 6s, coupon.....	....	....	....	....	....	....
1st mort. 6s, reg.....	....	116¼	....	....	....	....
2d mort. 7s...	127	....	127¼	....	....	....
Consol. mort. 6s.....	....	....	....	113¼	....	....
Consol. mort. 6s, reg.....	....	....	....	....	....	....
Little Schuylkill...	....	....	....	....	....	47¼
Minehill & Sch. Haven	....	....	53	....	....	....
North Pennsylvania	48¼	48	48¼	48¼	48¼	48¼
1st mortgage 6s.....	....	....	....	....	....	....
2d mortgage 7s.....	....	....	....	....	....	....
Gen'l mort. 7s, coup.....	....	....	....	....	....	....
Gen'l Mort. 7s, reg.....	....	....	....	....	....	....
Northern Central. .. 37¼	38	....	....	38	37¼	
6s.....	92¼	93	93	....	....	
Northern Pacific 30¼	30¾	30	31	31¼	31¼	
Preferred 54¼	53¾	53¾	54¼	56¼	57¼	
Pennsylvania R. R. ... 59¼	60¼	60	60	60¼	59¾	
1st mortgage.....	....	....	....	....	....	121¼
Gen'l mortgage.....	....	....	....	....	....	....
Gen'l mort. reg.....	....	....	....	....	....	....
Consol. mort. 6s.....	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	117
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	106¼	....	106¼	....	....	....
do. 5s, new.....	....	....	....	....	....	....
do. 4s.....	....	....	....	....	....	....
Phila. and Reading..... 14¼	15¼	14¼	15¼	16	15	
1st Mortgage 6s.....	....	....	....	....	....	....
7s, of 1893.....	....	....	....	....	....	117
7s. new convertible.....	....	....	....	....	....	....
Consol. mortgage 7s.....	....	114¼	....	114¼	....	....
Consol. mortgage reg	....	....	....	....	....	115
Gen'l mortgage 6s.... 69¼	71	71	71	71¼	70¼	
Philadelphia and Erie. 15¾	15¾	15¾	....	15¾	....	
1st mortgage, 6s.....	....	....	....	104	....	
2d mortgage, 7s....	....	....	114	....	....	
Pittsb., Cin. & St L. 7s	....	....	119	....	....	
Pittsb., Titusv. & Buff.. 13¾	14	15¾	16¾	16¾	15¾	
7s.....	....	73	78	77¼	....	
Schuylkill Navigation.. ...	....	....	....	....	....	
Preferred.....	7¼	....	7	....	7¼	
6s, 1872.....	....	....	....	....	....	
6s, 1882..... ... 70	....	70	....	70	70	
United Co. of N. Jersey 170	....	171	171	....	172	
Hestonville, (Horse). 21¾	21	21	21¾	....	....	
Chestnut & Wal. (do).....	....	....	....	....	....	
Green and Coates (do.).....	100	....	....	....	....	

Baltimore stock Exchange.

Closing Prices for the week ending Sept. 14.

	W.S.	Th 9.	F.10.	Sat. 11	M.13.	Tu.14.
Baltimore and Ohio .. 175¼	....	....	174¾	....	....	
6s, 1880.....	....	....	....	....	....	
6s, 1885.....	109¾	....	....	....	....	
Central Ohio ($50).....	....	....	....	....	....	
1st mortgage	....	....	....	....	....	
Marietta & Cincinnati.....	....	....	....	....	....	
1st mortgage, 7s.....	....	....	....	....	....	
2d mortgage, 7s..... 82	82¼	83	82¾	82¾	81¾	
3d mortgage, 8s..... 44¼	....	45¾	45¾	45¾	44¾	
Northern Central ($50) 37¾	37¾	....	37¾	38	37¾	
2d mortgage, 6s 1885.....	....	....	....	....	....	
3d mortgage, 6s, 1900.....	....	....	....	....	....	
6s, 1900, Gold.....	....	....	....	....	....	
6s, 1904, gold.....	....	....	....	....	....	109¾
Orange and Alex. 1st....	....	....	....	....	....	
2d mortgage, 6s.....	....	....	....	....	....	
3d mortgage, 8s.....	....	....	....	....	....	
4th mortgage, 8s.....	....	....	....	....	....	
O., Alex. & Manassas 7s....	....	....	92	92	92	
Pittsb. & Connellsv. 7s	....	....	119	....	....	
Virginia 6s, Consol .. 60¾	60	59	60	59¾	59¾	
Consol. Coupons 90¾	91	91	90¾	91	....	
10-40 bonds..... 42	41¾	....	....	41¾	41¾	
Deferred Certificates. 7¾	....	....	....	....	7¾	
Western Maryland	....	....	84	....	....	
1st M., end. by Balt.....	....	....	....	....	....	
2d M. do.	....	....	....	....	....	
3d M., do.	....	....	....	....	....	
1st M., unendorsed.....	....	....	....	110	....	
2d M., end. Wash. Co.....	....	....	....	....	....	
2d Mort., preferred	102¾	....	103¾	....	....	
City Passenger R. R.....	....	....	....	....	....	

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 15.

	Th.9.	F.10	Sat.11	M.13.	Tu.14	W.15.
Adams Express	117½	117½	....	....	117½	117
Albany and Susq.	....	....	....	....	....	....
1st mortgage	113½	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	59½	....	....	59	....	....
Atlantic & Pacific Tel.	....	44	43½	42	41½	
Buri., C. R. & Nor.	....	66½	....	66	66	65½
1st mortgage 5s	95	94½	94	94½	....	....
Canada Southern	63	62	....	....	....	....
1st mortgage guar.	93½	93½	93½	93½	93½	
Central of N. Jersey	79	78½	78½	78½	76½	76½
1st mortgage 1890	....	....	....	....	....	....
7s, consolidated, ass.	108½	....	....	....	108	....
7s, convertible, ass.	108	107½	107½	....	107½	107½
7s, Income	87½	81½	....	....	84	....
Adjustment	....	....	....	....	108½	....
Central Pacific	76	75½	75	....	....	74
6s, gold	111½	....	....	112½	112½	112½
1st M. (San Joaquin)	....	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	106½	....	....
Land grant 6s	....	....	....	....	....	....
Chesapeake and Ohio	20½	19½	19½	....	19½	19½
Chicago and Alton	118	118	117½	117½	117½	116
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	123	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	138½	137½	137½	....	135	134
7s Consol, 1903	....	124	....	....	....	....
Chic., Mil. and St. Paul	92	91½	92½	92½	90½	91½
Preferred	113	112½	....	113	112½	....
1st mortgage, 8s	....	....	....	....	133	....
1d mortgage, 7 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.	....	....	....	....	....	....
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext	114½	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	111½	111½
1st M. (C. & M. div.	....	....	....	....	....	....
Consolidated S. F.	....	....	....	115	115	....
Chic. & Northwestern	104	103½	104½	104½	103½	103½
Preferred	124½	124½	125½	125½	124½	123½
1st mortgage	109½	....	....	....	....	....
Sinking Fund	....	108	....	....	....	....
Consolidated 7s	124½	....	....	124½	....	....
Consol. Gold bonds	....	....	120	....	....	....
Do. reg	....	....	....	....	....	....
Chic., Rock Isl. & Pac	119	118	119	....	117	117
6s, 1917, c.	120½	....	....	....	120½	....
Clev., Col., C. and Ind.	....	....	72	71½	71	71
1st mortgage	....	124	....	....	....	....
Clev. & Pittsburg guar.	....	....	....	122½	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	....
Col., Chi., & Ind Cent	20½	19½	19½	20	19½	19½
1st mortgage	....	....	....	94	94	93½
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	87½	87	87	87	85½	85½
Reg. 7s, 1891	....	....	....	....	....	....
Reg 7s, 1884	....	....	....	....	107	....
7s, 1894	....	....	116½	116½	....	....
Del., Lack. & Western	91½	90½	91½	91½	89½	90½
1d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	....	....	105x	....
2d mortgage	....	107	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mortgage	106½	106½	....	106½	106½	....
5th mortgage	....	111½	....	....	....	....
7s, Consol. gold	121	121	121½	121	....	120½
Great Western 1st mor.	....	....	....	....	....	....
2d mortgage	....	....	....	....	104½	....
Hannibal & St. Joseph	41	40½	40½	40	38½	38
Preferred	83½	83	83	81½	80½	80½
7s, Convertible	....	108½	108½	108½	....	....
Houston & Tex. Cent.	....	65	....	....	64½	....
1st Mortgage	108½	108½	....	....	....	108
Illinois Central	115½	114½	114½	114½	113½	112
Lake Shore & Mich So.	109½	108½	109½	109½	107½	108½
Consol. 7s	....	124½	....	....	123½	....
Consol. 7s, reg.	....	....	....	....	....	....
2d Consolidated	118½	....	....	....	....	....
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	144½	144	143½	143	142½	141
7s, Consolidated	116½	....	....	....	....	117½
Manhattan	31½	31½	29½	31½	31½	31½
Metropolitan Elevated	95	96	....	96	96½	91½
1st Mortgage	101½	....	....	101½	100½	101½
Michigan Central	96	96	96½	95½	94½	95
7s, 1902	123½	124	....	....	....	....
M. S. and N. I. 1st, S. F.	....	....	....	111	....	....
Morris and Essex	112½	111½	111½	111	110½	110½
1st mortgage	....	....	....	....	....	134
2d mortgage	....	....	....	116½	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	113½	114½	114½	....	....
N. Y. Cent. & Hud. Riv	132½	131½	132½	132	132	130x
6s, Sinking fund, 1883	126	106	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	130½	....	....	....
1st mortgage, reg.	....	....	....	....	....	....
N. Y. Elevated	....	113½	114	....	112	110½
1st mortgage	111	111	....	111	110½	110½
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15.
N. Y., Lake Erie & W.	40	39½	39½	39½	39½	38½
Preferred	69	68½	68½	68½	66½	66
2d Consolidated	89	88½	88½	88½	87½	88½
New 2d 5s fund	....	84½	....	84½	83½	83
N. Y., N. Haven & Hart	....	....	....	....	....	165
North Missouri 1st M.	....	....	....	....	....	....
Northern Pacific	30½	29½	30½	31½	31	30½
Preferred	53½	55	54½	55½	55½	55½
Ohio and Mississippi	25½	25	....	25½	24½	25½
Preferred	....	....	....	....	....	....
2d mortgage	115	....	....	117	119	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	115½	....	....	116	....	....
Pacific Mail S. S. Co.	42½	41½	41½	42	40½	40½
Pacific R. R. of Mo.	....	....	....	....	....	....
1st mortgage	108	....	108	....	....	108
2d mortgage	....	....	....	....	....	....
Panama	....	....	....	....	....	....
Philadelphia & Reading	31	29½	31	31½	30½	31½
Pitts., Ft. W. & Chi. gtd	....	124½	....	....	....	....
1st mortgage	....	....	....	137½	....	....
2d mortgage	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
Pullman Palace Car	....	....	....	123½	....	....
Quicksilver Mining Co.	13½	13½	....	....	13½	12
Preferred	55½	55	....	....	....	....
St. Louis & San Fran.	....	....	....	....	....	....
Preferred	....	....	46½	46½	48½	46½
1st Preferred	77½	....	....	....	76	....
St. L., Alton and T. H.	22½	23½	23	23½	22½	22
Preferred	77½	79½	....	....	77½	....
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S. As	57½	56½	57½	57½	55½	55½
1st mortgage	....	....	....	....	....	116½
2d mortgage	106½	106	106	....	....	....
Tol., P. & War. 1st E. D.	....	....	....	....	....	....
1st mort., West. Div.	....	....	....	....	....	....
Union Pacific	94½	93½	94	94	92½	92½
1st mortgage	....	....	113	113	112½	112½
Land Grant 7s	116	116½	116½	....	....	....
Sinking Fund 8s	....	116½x	....	....	....	....
United States Express	49½	....	49½	....	....	....
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	104	....	....	....	....
7s, Consolidated	....	....	....	102½	102½	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	38½	37½	38	37½	35½	35½
Preferred	69½	66	68	67½	66½	66½
New Mort. 7s	....	....	....	90	....	....
Wells-Fargo Express	....	110	110	110	....	....
Western Pacific bonds	....	....	....	....	....	....
Western Union Tel.	104½	104½	104½	103½	103½	103½
7s, S. F. conv., 1900	....	....	....	....	....	....

Boston Stock Exchange.

Closing Prices for the week ending Sept. 15.

	Th.9.	F.10.	Sat.11.	M.12.	Tu.14.	W.16.
Atch., Top. and San. Fe.	124	123½	122½	123½	122½	121½
1st mortgage	....	119	118½	118½	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	116½	....
Boston and Albany	150	150½	....	....	150	....
7s, reg.	....	....	....	....	....	....
Boston and Lowell	....	91	91	....	91	....
Boston and Maine	135	....	....	137	....	....
Boston and Providence	....	....	....	....	....	....
Boston, Hart. & Erie 7s	42½	42	42½	42½	41½	41
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	109½	109½	....	....	....	....
6s, exempt	86	....	....	....	....	....
4s	137½	138	137½	137½	136½	134
Chi., Burl. and Quincy	....	....	....	....	....	....
7s	15	14½	15	15½	14½	14½
Cin., Sand. and Clev.	....	....	....	....	....	....
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	143	....	....	....
Eastern	34½	....	34	34	33	31½
New 4½ Bonds	....	....	96½	....	97	96
Fitchburg	....	....	....	....	....	131
Kan. C., Top. & West.	....	....	....	....	....	....
Michigan Central	....	....	96½	....	....	95½
N. Y. & New England	40	39½	....	39½	38	38½
7s	....	....	....	....	....	....
Northern, N. H.	100½	....	100½	100½	....	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	24½	23½	23½	23½	22½	22
Preferred	76	76	....	76	75	....
Old Colony	....	....	116	116	116½	116½
Ph., Wil. & Balt. ($50)	69½	....	....	69½	69	....
Portl'd, Saco & Ports.	....	....	....	....	....	....
Pueblo & Ark. Val.	....	....	....	....	....	....
7s	....	....	....	112½	112½	112½
Pullman Palace Car	120	....	121½	121	121	
Union Pacific	94½	94½	94½	....	94	....
6s	....	....	111½	....	111½	....
Land Grant 7s	....	113½	113	113½	113½	113½
Sinking Fund 8s	116½	116½	....	116½	....	....
Vermont and Canada	....	....	....	....	....	....
Vermont and Mass.	....	....	....	....	....	....
Worcester and Nashua	....	....	....	....	....	....
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	60½	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal. & Hecla Mining Co.	....	238½	229	238½	238½	
Quincy	....	29	28½	....	28½	

New York Stock Exchange.

Closing Prices for the week ending Sept. 15.

	Th.9.	F.10.	Sat.11	M.13.	Tu.14.	W.15.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg.	....	....	....	....	109½	....
U. S. 4s, 1907, coup.	110	....	....	....	....	110½
U. S. 4½s, 1891, reg.	....	....	....	....	....	....
U. S. 4½s, 1891, coup.	110½	....	....	....	....	....
U. S. 5s, 1881, reg.	....	....	....	....	....	102½
U. S. 5s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	....	....	....	....	....	....
U. S. 6s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1880, reg.	....	....	....	....	....	....
U. S. 6s, 1880, coup.	....	....	....	....	....	....
Dt. of Col. 3-65s, reg.	....	....	....	....	99½	99½
Dt. of Col. 3-65s, coup.	....	99½	99½	99½	99½	99½

London Stock Exchange.

	—Closing Prices.— Aug. 27.	Sept. 3.
Atlantic & Gt. W. 1st mort., Certs.	70 — 72	70 — 72
Do. 2d mort., Certs.	29 — 31	29 — 31
Do. 3d mort., Certs.	13½ — 14½	13½ — 14½
Baltimore and Ohio (sterling)	118 —120	115 —117
Central of New Jersey $100 shares	77 — 82	76 — 80
Do. Cons. Mort. Oct. '79 coupon	112 — 114	113 —114
Do. Adjustment bonds	111 —114	111 —114
Do. Income bonds	85 — 90	85 — 90
Det., Gd. Haven & Mil. Equip. bds.	113 —115	113 —115
Do. Con. M. 5 p.c. till '84 after 6 p.c.	106 —108	106 —108
Erie shares $100 Recon. Ass. $6 pd.	40½ — 40½	41½ — 42
Do Pref. Shares, R. T. Ass. $3 pd	70 — 72	72 — 74
Do. 1st Con. M. ex-Certs. 6 Cou.	124 —125	124 —126
Illinois Central $100 shares	115 —117	116 —118
Lehigh Valley Consol. mortgage	112 —115	113 —115
N. Y. Cent. & Hud. Riv. Mt. bonds	134 —138	134 —138
Do. $100 shares	135 —137	135 —137
Do. Mort. bonds (ass.)	119 —121	119 —121
N. Y., Lake Erie & West. 1st Con.		
Mort. Funded Coupon bonds	122 —124	122 —124
Do. do. 2d do.	86 — 88	86 — 88
Do. 2d Consol. Mort. bonds	90 — 92	91 — 93
Do. Gold Income Bonds	77 — 82	77 — 82
Pennsylvania, $50 shares	60 — 61	60 — 61
Do. Con. Sink. Fund Mort.	114 —116	114 —116
Philadelphia & Reading $50 shares	11½ — 12½	11½ — 12½
General Consol. Mortgage	107 —109	107 —109
Do. Improvement Mortgage	92 — 94	93 — 94
Do. Gen. Mort. '74, ex-defer'd. cou.	68 — 70	68 — 70
Do. Scrip for 6 def. ½ coupons.	65 — 70	65 — 70
Pittsbg, Ft. W. & Chic. Equip bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	110 —112	111 —113
Do 1st pref. stock	67 — 71	67 — 71
Union Pacific Land Grant 1st mort.	116 —118	115 —117

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, September 16, 1880.

Money on call is 2½@3 per cent; time loans are 3 to 6 per cent; and prime mercantile paper 4½@5½ per cent.

The actual rates for first-class bankers' sterling are 4.81@½ and 4.83¾@4.84, the posted rates being 4.82 and 4.84½. Cable transfers are 4.84 @½ and prime commercial 4.79½@4.80.

The offerings of Government bonds to the Treasury on Wednesday amounted to $5,649,700, of which $2,500,000 were purchased as follows: $1,675,500 5 per cents at 102.53@102.59; $631,500 6s of 1881 at 104.48@104.65, and $193,000 6s of 1880 at 102.37@102.60.

Judge Lawrence, First Controlier of the Treasury, has rendered a decision in a case recently brought before the department. The decision is important to the holders of registered United States bonds. Lewis Kline bought and had registered in the name of one Myers, of Aurora, Ill., certain Government bonds without the knowledge of Myers. There were judgments against Kline, and the judgment creditors began proceedings against Kline and Myers to compel the application of the bonds in satisfaction of the judgments. Kline went to Canada, and there, in the name of Myers, assigned the bonds to other persons, who now ask their transfer on the books of the Treasury department. Judge Lawrence decides that if the bonds had been registered in a fictitious name they might, perhaps, on proof of the facts, be now transferred to the present holders. But

as they were registered in the name of a real person he became a Trustee, holding the naked legal title, and before the bonds can be registered in the name of the present holders there must be a release from Myers, or a decree of court divesting him of title. He holds that no decree of a court can require the United States to pay the bonds to the judgment creditors of Kline; that a Government bond is a contract to pay the person in whose name it is inscribed or his indorsee, and this obligation cannot be interfered with by a decree of court.

State bonds at the Board were neglected; Railroad bonds were irregular, but generally higher; and Railroad Shares, compared with the quotations of the previous week, show, in some instances, a considerable decline in price.

The closing quotations on Thursday were: Atlantic and Pacific Telegraph, 41½@42½; Canada Southern, 57@58½; Central of New Jersey, 76½@76¼; Central Pacific, —@74½; Chicago and Northwestern, 102⅞@103⅛; do. pref., 122@122½; Chicago, Burlington and Quincy, 135⅛@135⅜; Chicago and Alton, 115½@117; Chicago, Milwaukee and St. Paul, 91⅛@91¼; do. pref., 111@111½; Chicago, Rock Island and Pacific, 118@118½; Chicago, St. Louis and New Orleans, 89@39½; Cleveland, Columbus, Cincinnati and Indianapolis, 71@71½; Columbus, Chicago and Indiana Central, 19⅛@19½; Delaware and Hudson Canal, 85⅛@86; Delaware, Lackawanna and Western, 90@90⅛; Hannibal and St. Joseph, 38¼@38½; do., pref., 80⅛@80½; Houston and Texas Central, —@66; Illinois Central, 111⅞@112⅛; Lake Erie and Western, 33¼@33½; Lake Shore and Michigan Southern, 107⅛@107⅝; Louisville and Nashville, 143@145; Manhattan Elevated, 31@31¼; Morris and Essex, 110@110⅝; Metropolitan Elevated, 92½@95; Michigan Central, 94¼@94½; New York Elevated, 110@112; New York Central and Hudson River, 129½@130¾; New York, Lake Erie and Western, 38¼@38⅜; do. pref., 67@67½; New York, Ontario and Western, 23½@23¾; Northern Pacific, 30⅝@30⅞; do. pref., 54½@55; Ohio and Miss., 36@36⅛; do. pref., 75@76½; Pacific Mail, 40@40¼; Philadelphia and Reading, 30⅝@30¾; St. Louis and San Francisco, —@36; do. pref., 45¾@46⅛; do. 1st pref., 75@76½; St. Louis, Iron Mountain and Southern, 54⅞@55; Union Pacific, 92½@92¾; Western Union Telegraph, 105¼@105⅜; Wabash, St. Louis and Pacific, 35½@35¾; do. pref., 65⅝@69¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. 7s, ass., 111¾; Boston and New York Air Line, 44; Boston, Hartford and Erie 1st, 41; Cincinnati and Springfield 1st, guar. by C., C., C. and Ind. R. R., 115; Chicago, St. Louis and New Orleans R. R., 39; do. inc., 79¼; Chesapeake and Ohio 1st pref., 25½; do. 1st, Series B, 69¾; do. cur. int., 39½; Chicago, St. Paul, Minn. and Omaha, 42; do. pref., 81⅜; do. 1st, 106; do. consol., 100; Cincinnati, Indianapolis, St. Louis and Chicago, 86; Central Iowa, 47½; do. 1st pref., 75; do. 2d pref., 42; do. 1st mort., 106; do. deben. certif., 80; Col., Chl. and Ind. Cent. inc., 44¾; do. 1st mort. Trust Co. certif. ass. sup., 98; Chicago, St. Paul and Minneapolis 1st Southern Minn. div., 101½; do. S. W. div., 103; Chicago and Alton inc., 106⅛; Clev., Painesv. and Ash. 7s, new, 118; Clev., Col., Cin. and Ind. consol., 112; Cairo and Fulton 1st, 106¾; Chicago, Burlington and Quincy 8s, 109; Denver and Rio Grande, 73; do. 1st, 107½; do. 1st consol., 98½; Dubuque and Sioux City, 68; Galena and Chicago 1st, 103; Indianapolis, Decatur and Springfield 1st, 103¾; International and Gt. Northern 2d inc., 77; do. 1st, 103; do. 2d, 77; Ind., Bloom. and Western inc., 47; do. 2d, 65; Houston and Texas Central 2d M. L., 117; Houston and Gt. Northern 2d, pur. com. rec., 32¼; Kansas Pacific 1st consol., 96¾; do. 6s, J. & D., with coupon certif., 118½; do. 6s, Denver Div., ass., with coup. certif., 111; do. ex-coupon, 102½; Keokuk and Des Moines pref., 97½; Laf., Bloom. and Muncie income, 69; do. 1st, 104½; Lake Erie and Western, 33; do. inc., 67; do. 1st, 102¼; Lehigh and Wilkesbarre consol. ass., 95½; Marietta and Cincinnati 1st pref., 6; do. 2d, 4; Mobile and Ohio, 22¾; do. 1st deben., 82; do. 2d deben., 51; do. 3d deben., 39½; do. 1st mort., 104; Missouri, Kansas and Texas, 34; do. consol. ass., 105; do. 2d, 64⅛; Memphis and Charleston, 37½; Michigan Central 8s, S. F., 110; Nashville, Chattanooga and St. Louis, 66; do. 1st, 110; New York, Ontario and Western, 24; New York Central 6s, R. E., 106; Ohio and Mississippi 1st, Springfield div., 103; Oregon Railway and Nav., 137; do. 1st, 106; Ohio Central, 22½; do. inc., 50½; do. 1st, 91¾; Pittsburg, Titusville and Buffalo, 31; Peoria, Decatur and Evansville, 25¼; do. 1st, 101; do. inc., 62½; Rome, Watertown and Ogdensburg, 20¾; do. 1st consol., 66; St. Louis and San Francisco 2d, class B, 80; do. A, 96½; do. Class C, 78¾; St. Paul and Sioux City 1st, 105¼; St. Louis, Kansas City and Northern R. E. 7s, 1895, 107½; Southern Pacific of California 1st, 100½; South Pacific 1st, 103½; St. Louis and Iron Mt. 1st pref. inc., 88¾; do. 2d pref. inc., 84½; do. Cairo, Ark. and Texas 1st, 104; do. Arkansas Branch, 105; St. Paul, Minn. and Man., 1st, 109½; Toledo and Wabash fund int. consol., 90; Texas Pacific consol., 66½; do. inc. L. G., 66; do. construction, 92½; Arkansas 7s, R. R., 8@10; Alabama, Class A, 70; Louisiana 7s, consol., 49½; Missouri 6s, funded, 1894-'95, 112; North Carolina consol. 4s, 78; do. S. T. 3d Class, 4; South Carolina 6s, non-fund, 4; Tennessee 6s, old, 40; do. new, 32; Quebec 5s, 103; Sutro Tunnel, 1⅝; Am. Dist. Tel., 75¼; Central Mining, 7; Caribou, 1¼; Colorado Coal and Iron, 24½; Climax, 1⅝; Deadwood, 12; Excelsior, 10; Homestake, 35; La Plata, 5½; Little Pittsburg, 3¼; Montauk G. & C., 73¾; New Central Coal, 28; Ontario, 32½; Pennsylvania Coal, 225; Standard, 28½; Silver Cliff, 3½.

Philadelphia.—Am. S. S. Co., 29½; do. 6s, 109; Allegheny Valley 7s, 106¼; Central Transp. 49⅞; Catawissa new pref., 44; Delaware Division Canal, 36; Erie and Western Transp., 6s, 104; Huntingdon and Broad Top Mt. consol., 7s, 64¾; Morris Canal, 61; do. pref., 150; Nesquehoning Valley R. R., 55; Oil Creek 1st mort., 103; Pennsylvania R. R. dividend scrip, 119½; Philadelphia and Reading consol. gold, 6s, reg., 106; Pennsylvania Canal 6s, 89¾; Philadelphia, Germantown and Norristown R. R., 102¼; St. Paul and Duluth R. R., 35; Texas Pacific 1st, 106; Union and Titusville 7s, 86; United Companies of New Jersey consol. 6s, 112. The latest quotations are: City 6s, 110@115; do. free of tax, 125½@127; do 4s, new, 105@108; Pennsylvania State 6s, 2d series, 101@102; do. 3d series, 106@106⅛; do. 5s, new loan, 114¼@115, do. 4s, new, 107@111; Philadelphia and Reading, 15½@15¾; do. consol. mort. 7s, coup., 114½@115; do. reg., 114¾@115¼; do. mort. 6s, 110@—; do. 7s, 1893, 117@118; do. 7s, new conv., 35@40; United New Jersey R. R. and Canal, 172¾@173¼; Pittsburg, Titusville and Buffalo R. R., 15⅜@15½; do. 7s, 77@78; Camden and Amboy mort. 6s, 1889, 115@116; Pennsylvania R. R., 59⅝@59¾; do. 1st mort., 101½@102; do. gen'l mort., coupon, 120@120½; do. reg., 121¼@121¾; do. consol. mort. 6s, reg., 116¾@117¼; Little Schuylkill R. R., 47@47½; Morris Canal, 60@61; do. pref., 150@151; Schuylkill Nav., pref., 7½@7¼; do. 6s, 1882, 69¾@70¼; do. 1872, 94@98; Elmira and Williamsport pref., 52@54; do. 6s, 108½@112; do. 5s, 86@90; Lehigh Coal and Navigation, 34⅛@34¼; do. 6s, 1884, 108@110; do. R. R. loan, 110¼@111; do. Gold Loan, 106@108; do. consol. 7s, 105@105½; Northern Pacific, 30¾@31¼; do. pref., 55¼@55⅜; North Pennsylvania, 48⅛@48⅜; do. 6s, 105@110; do. 7s, 116@117; do. Gen'l mort. 7s, reg., 114½@114¾; Philadelphia and Erie, 15½@15¾; do. 6s, 103½@105; do. 7s, 113¾@114; Minehill, 56@56½; Catawissa, 8@10; do. pref., 45@46; do. new pref., 44@45; do. 7s, 1900, 112@115; Lehigh Valley 54@54¼; do. 6s, coupon, 117@118; do. reg., 118@120; do. 2d mort. 7s, 127@127½; do. consol. mort., 113½@114; Fifth and Sixth streets (horse), 118@120; Second and Third, 107@108; Thirteenth and Fifteenth, 74@75; Spruce and Pine, 56@57; Green and Coates, 100@105; Chestnut and Walnut, 80½@81; Hestonville, 21½@22; Germantown, 67@70; Union, 109@115; Lombard and South, 12@18; West Philadelphia, 72@73; People's, 14@15; Ridge Av., 80@90; Continental, 99@100.

Baltimore.—Atlantic Coal, 1.25; Baltimore and Ohio 2d pref., 113; Baltimore and Catonsville R. R. 6s, 105¼; Baltimore City 6s, 1890, 116¼; do. 6s, 1902, 121½; do. 5s, 1894, 116; do. 5s, 1916, 118⅝; George's Creek Coal, 90¼; Maryland Defense 6s, 107½; North Carolina 4s, 79¾; People's Pass. R. W. bonds, 103; South Side (Va.) 2d mort., 99; Virginia 10-40 coupons, 95⅝; do. Peeler coupons, 41¼; Virginia and Tennessee 8s, 117; Wilmington, Columbia and Augusta 6s, 103. The latest quotations are: Baltimore and Ohio, 172½@180; do. 6s, 1885, 109@110; Northern Central, 87¼@87⅝; do. 6s, 1885, 108@108⅜; do. 6s, 1900, —@117; do. 6s, 1904, gold, 109@109¼; do. 5s, 92@95; Marietta and Cincinnati 1st mort., 1892, 115¼@116; do. 2d mort. 7s, 81⅜@81½; do. 3d mort. 8s, 44@45; Pittsburg and Connellsville 7s, 118@119¼; Orange, Alex. and Manassas 7s, 92@92½; Orange and Alexandria 1st, 109½@—; do. 4th, 49@50½; Virginia consol. 6s, 59@59¼; Virginia Consols coupons, 90¾@91; Virginia 10-40 bonds, 41½@41⅝; Virginia 10-40 coupons, 95¼@96; City 6s, 1884, 106½@—; do. 1886, 110¼@—; do. 6s, 1890, 116@116¼; do. 6s, 1900, 120@—; do. 6s, 1902, 121@—; do. 5s, 1894, —@117; do. 5s,

1910, 118@—; Wilmington, Columbia and Augusta 6s, 102¾@103½; Western Maryland 2d pref., 103½@104; Virginia and Tennessee 8s, 115½@120; do. 6s, 102½@103; Charlotte, Columbia and Augusta 1st, 106½@106½; do. 2d, 98@100; Atlanta and Charlotte 1st, 94½@95; Chesapeake and Ohio Canal 6s, 72½@74.

Boston.—Atchison, Topeka and Santa Fe 5s, 1909, 98½; do. 7s, Dutch Stamp, 1899, 116½; Boston Water Power Co., 9; Boston Land, 6½; Boston, Revere Beach and Lynn, 100¼; Burlington and Missouri River R. R. in Nebraska, non-exempt, 104; do. def., 74; Boston, Clinton, Fitchburg and New Bedford, 20; Boston, Concord and Montreal 7s, 1893, consol., 112¼; do. 6s, 1889, S. F., 104⅜; Crowley, Sumner and Ft. Smith 8s, 1909, guar., 112; Chicago and Michigan Lake Shore 8s, 1889, 113¾; Central of Iowa, 32; Connecticut and Passumpsic Rivers R. R., 72; do. 7s, 1893, 111¾; Cheshire R. R., 53; Cape Cod 7s, 1881, guar., 102¾; Cincinnati, Sandusky and Cleveland 7s, 1890, conv., 97; do. scrip, 86; Chicago and West Michigan, 68; Chicago, Iowa and Nebraska, 135; Columbus, Springfield and Cincinnati 7s, 1901, 84; Detroit, Lansing and Northern, 90¾; do. pref., 106¾; Flint and Pere Marquette, 20; Florence, El Dorado and Walnut Valley, 7s, 1907, 106¾; Iowa Falls and Sioux City 7s, 1917, 108¾; Jackson, Lansing and Saginaw 8s, 1885, white, 109; do. 7s, 1907, 114; Kansas City, Emporia and Southern 7s, 1909, guar., 112; Kansas City, Fort Scott and Gulf 7s, 41; Kansas City, St. Joseph and Council Bluffs 7s, 114; Kansas City, Lawrence and Southern, 92; Kansas City, Topeka and Western 7s, 116½; Little Rock and Ft. Smith, 55; do. 7s, 101¾; Lynn and Boston, 100; Leeds and Farmingham 6s, 1896, guar., 108; Metropolitan 6s, 1897, 108⅝; Middlesex 6s, 1897, 107½; Marquette, Houghton and Ontonagon pref., 40; do. 6s, 1908, 89; Michigan Central 8s, 1883, equip., 106; Marion and McPherson 7s, 1909, guar., 112; New York and New England 6s, 110½; New Mexico and Southern Pacific, 96; do. 7s, 111½; Nodaway and Tarkio 7s, 109½; Omaha and Southwestern 8s, 1896, 120¼; Oregon Railway and Nav., 138¼; Old Colony 5s, 1887, 103⅜; do. 6s, 1897, 113; Ogdensburg and Lake Champlain 8s, 1890, S. F., 102½; Ottawa, Oswego and Fox River Valley 8s, 1900, 122½; Portsmouth, Gt. Falls and Conway, 20; do. 4½s, 1937, guar., 80; Portsmouth and Dover R. R., 101¾; Republican Valley 6s, W. D., 102½; do. E. D. 102¾; do. def., 75; Rutland, 5⅞; do. pref., 28½; do. 6s, 1902, 97½; Summit Branch, 12; Vermont Central 8s, 1902, inc. and ext., 45½; Vermont Central and Vermont and Canada 8s, equip., 50; Wichita and Southwestern 71; do. 7s, 108; Wolfboro R. R., 80; Wisconsin Central, 9; do. pref., 24; Maine State 6s, 1889, 115¾; Boston 5s, 1905, 116; Atlantic Mining Co., 17; Aztec, 1¼; Blue Hill, 4; Brunswick Antimony, 23¼; Beaver Run, 6; Catalpa, 1½; Copper Falls, 15¾; Douglass, 3¾; Duncan, 2½; Empire, 97½; Franklin, 13½; Great Basin, 4; Harshaw, 33; Huron, 6⅝; Humboldt, 1¼; Mesnard, 1⅜; National, 2¼; Osceola, 39; Pewabic, 17½; Phœnix, 2½; Ridge, 5½; Silver Islet, 39¼; Wankeag, 3⅞.

☞ Thomas Messinger, of Great Neck, has been appointed receiver of the Flushing and North Side Railroad, of which the bondholders are foreclosing the mortgages.

Rapid Transit in Brooklyn.

The Rapid-Transit Commission of Brooklyn appointed by the Mayor under the General Railroad Law have reported their plans for a rapid-transit road, and the report has been filed in the Mayor's office. The statement includes the estimate and figures of J. J. R. Croes, the Engineer of the Board, with calculations as to the different styles of elevated roads. The routes were fixed on the 11th of August last, and provide for a line running from Fulton Ferry in a series of curves over streets and through blocks to Adams street up to High street, then to Fulton street and up to the line of the city at New Lots. There is to be a branch down Myrtle avenue to the city line at Newtown and a line from Fulton street at Flatbush avenue to Fourth avenue, then to Prospect avenue and Twenty-first street, while another branch is to leave Fulton avenue at Grand avenue and via Atlantic avenue to the Coney Island Railroad depot. The time allotted for the completion of these several sections of the road runs from two to four years.

The general plan in Adams street and the narrow thoroughfares is to have the tracks over the centre of the street, with columns on the edges of the sidewalks. For Fulton street and Myrtle, Prospect and Ninth avenues it is proposed to have one column in the centre of the street, with the car track separated if necessary to accommodate it, and the other supporting columns on the sidewalk, one track to be over the central row of columns and the other as far from the houses as possible. In Flatbush and Fourth avenues the elevated structure is to straddle the horse-car tracks as it does in Third avenue New York. The highest grade is 79 feet to the mile. A very lofty station will be required at Fulton Ferry, and the engineer remarks that this difficulty can be readily overcome by the use of car elevators at that point capable of raising at once a loaded train of fifty tons.

The estimated cost of the structure is $612,000 per mile, or for the 13 miles $7,958,280. The specifications of the commission are very exact. The iron structure must allow a clear space of 12 feet above the roadway and 9 feet above the sidewalk, and the strength must be sufficient to carry a moving weight of 2000 pounds per foot on each track. Over all cross-walks in the street, aprons or tight floors must be suspended or laid to prevent the falling of cinders and the like to the pavement. The iron work is all to be painted a light color, and it is provided that all steam locomotive engines used shall be fitted with the most efficient and approved devices which may be now or hereafter known for the consumption or purification of the smoke, prevention of the discharge of cinders and repression of noise from the discharge of steam or from the running-gear. The fare may be as much as ten cents, except between the hours of 5.30 to 7.30 A. M. and from 5 to 7 P. M. when 5 cents only may be charged, as directed by law.

The Commissioners will open books for subscription in October, but as yet they have no information that any body of capitalists intend to take up rapid-transit in Brooklyn according to these plans. The capital stock of the company is fixed at $1,000,000, in 10,000 shares.

☞ The Toledo, Delphos and Burlington Railroad Company have closed contracts for the extension of their road 250 miles from Kokomo, Ind., to St. Louis, making a trunk line from Toledo to St. Louis shorter than the Wabash. This road will soon be running through to Dayton, making in all 585 miles of road terminating at Toledo.

The Erie and Boston Line.

Mr. John N. Abbott, General Passenger Agent of the New York, Lake Erie and Western Railroad, has sent the following circular to all ticket agents:

Our line of sleeping coaches on the Atlantic and Pacific Express, trains 3 and 12, formerly run between Hornellsville and Albany, has been extended to Boston on the East and Cincinnati on the West, running over the following named roads: New York, Pennsylvania and Ohio Railroad, between Cincinnati, O., and Salamanca, N. Y.; New York, Lake Erie and Western Railroad, between Salamanca, N. Y., and Binghamton, N. Y.; Delaware and Hudson Canal Company's Railroad between Binghamton, N. Y., and Mechanicsville, N. Y., via Albany; Boston, Hoosac Tunnel and Western Railroad, between Mechanicsville, N. Y., and North Adams, Mass.; Fitchburg Railroad, between North Adams, Mass., and Boston, Mass. This route will be known as the "Erie and Boston Line," and is represented by ticket forms recently furnished you. The sleeping coaches of this line are new, and of Pullman's latest pattern, and will run between Boston and Cincinnati on trains 3 and 12 daily, except that on Sundays the sleeping coaches will not run east of Albany.

New York, Lake Erie and Western R. R.

The following is a comparative statement of the earnings, expenses, etc., of the New York, Lake Erie and Western Railroad for the month of July:

	1879.	1880.
Gross earnings....	$1,278,532 75	$1,580,975 88
Working expenses..	957,683 03	1,014,658 20
Net earnings..	$315,847 82	$566,317 68

—showing an increase in gross earnings of $307,443 13, in working expenses of $56,975 17, and in net earnings of $250,467 96.

From October 1 to July 31, the earnings, expenses, etc., were:

	1878-'79.	1879-'80.
Gross earnings....	$12 999,304 57	$15,299,817 86
Working expenses.	9,385,318 01	9,657,940 65
Net earnings.	$3,613,986 56	$5,641,877 21

—showing an increase in gross earnings of $2,300,513 29, in working expenses of $272,622 64, and in net earnings of $2,027,890 65.

☞ The Buffalo, Pittsburg and Western Railway Company has been organized with a capital of $1,000,000, to build a road from Prospect Station, on the Crescent Division of the Pittsburg, Titusville and Buffalo Railway, direct to Buffalo.

☞ The Homestake Mining Company has declared its regular monthly dividend for August of 30 cents per share, and an extra dividend of 30 cents per share, both payable September 25 at the office of Wells, Fargo & Co., 65 Broadway.

☞ The earnings of the Indiana, Bloomington and Western Railroad for the month of August, 1880, were $116,731 99, against $107,519 98 for the month of August, 1879, an increase of $9,212 01.

☞ Gen. Kilpatrick has been appointed Government Director of the Union Pacific Railroad vice Nathaniel Niles of New Jersey.

☞ The Utah Northern Railroad is graded in Montana forty miles north of Red Rock.

Value of City of Glasgow Bank Shares.

By a strange irony of fortune, the shares of the failed City of Glasgow Bank have become a valuable property. City of Glasgow Bank shares have become scarce because very few shareholders have survived the blood-letting process of the liquidation. Every holder who has been "sold up," or has made a compromise with the officers appointed by law for the winding up of the bank, loses his right as a shareholder. The remnant of solvent holders being thus enormously reduced, the value of the shares which remain to represent the claim upon the bank's assets become proportionately enhanced. With what feelings must a notification of this sort be read by the hundreds of ruined shareholders and by the thousands of now impoverished persons dependent upon them. To think, too, that the directors of this so-called bank just released from prison or still expiating their offence there, should have the questionable satisfaction of knowing that they have actually raised the market value of each share to £3,000.

Notes from Boston.

The railroad commissioners began their fall examination of the railroads in the state, last Tuesday.

The Brookline selectmen have dismissed a petition for an elevated road from Boston, but the petitioners, as in other petitions for elevated roads from Boston to the suburbs, will apply to the railroad commissioners for a location.

Bryant & King, Boston leather dealers, have received an award of $97,000 damages against the Worcester and Nashua railroad and the Bigelow carpet company of Clinton, the one of whom maintained a culvert and the other a reservoir dam which broke in 1876 and swept away Bryant and King's tannery.

The Connecticut Lake company offers to take $200,000 in Boston, Concord and Montreal railroad stock, and pledges a heavy daily freightage, if the railroad is extended from North Stratford through Colebrook to the Connecticut lake, bringing within reach of the market the now almost inaccessible lumber belt of northern New Hampshire.

The harbor and land commissioners at Boston have contracted with Thomas Potter of Jersey City, N. J., to excavate 300,000 cubic yards of material from the harbor and fill in 15 acres of flats east of the 50-acre lot now owned by the New York and New England railroad company. The price is 40 cents a yard, the same contractor getting 50 cents from the railroad company for grading its neighboring property.

Representatives of the Cambridge and South Boston railroad company urge the Cambridge aldermen to permit an elevated railroad to be built from Mt Auburn to the West Boston bridge. The petitioners declared that they were determined to test the railroad law, and that, should both the city government and the railroad commissioners refuse, an appeal would be made to the supreme court.

There is a proposition to utilize the water which runs out of the west portal of the Hoosac Tunnel, and Manager Gardner and Lieut-Gov. Weston have been looking the matter over. The Troy and Greenfield road is now dependent on the fire district for water supply for the locomotives, and during a drouth the supply is liable to be limited if not entirely cut off, and it is thought practicable to build a reservoir somewhere at the west end and bring water into the village, the 600 gallons a minute of the present water being an ample supply, it is estimated, for all the purposes of the road for the next 50 years, while the interest of the expense to build the works would be less than the rate now paid the fire district for water. It is proposed, also, to allow some party to lay the pipes, and after supplying the railroad to sell the surplus either to manufacturers or other parties, and receive the rentals of the latter for his expenditure.

Steam on the Canals.

In his "Heart of Mid-Lothian," Sir Walter Scott tells of the serious opposition to the proposition to supersede the old easy-going fly-coach by the rapid mail-coach encountered in England and parts of Scotland in the seventeenth century. It was alleged that accidents would be more frequent, and that the movements of the mail-coaches would be so rapid that passengers would not have time to dispute the charges of the inn-keepers. And when Robert Stevenson proposed to construct a railway upon which he believed the trains would be able to attain a speed of six miles an hour he was strenuously opposed on the ground that rapidity of motion would addle the hens' eggs on the neighboring farms, and for other reasons of a similarly weighty character. We are reminded of these historical facts by the opposition that is being made at present to the introduction of the cable-towing system on the Erie Canal. Grocers along the canal banks are opposed to it because they allege that the cable boats don't stop at their places, or don't wait as long as formerly; and some of the owners of horse boats are opposed to it because accidents are of more frequent occurrence with cable than with horse towing. Without expressing an opinion as to the practicability of the cable system as at present operated on our canals, we desire to say that the Canal Board should receive with many grains of allowance the objections advanced against the cable, or any other system of steam towing or propulsion upon the canal. Much of it is due to prejudice against any innovation upon the old methods. If a system could be put in operation to-morrow that would move loaded boats at the rate of five miles an hour and at half the expense of moving her e-boats, its introduction would be opposed, for the reason that it would interfere with existing methods of doing the business. No improvement was ever introduced without exciting serious opposition. But the canal authorities might as well reach the conclusion first as last that it is part of their business to encourage steam on the canal, for unless steam does come into general use the days of canal commerce are numbered. The mule on the tow-path can no more successfully compete with the steamer on the enlarged Welland Canal than the old fashioned stage coach can with the modern fast mail. For this reason we think the Canal Board made a mistake a few weeks ago in rescinding the resolution allowing single steamers the right of way at the locks. So far as the cable system is concerned the company's managers do not claim that it is perfect. Some of the cable is not fit for the work it is made to do There are a great many other defects in the apparatus which are the result of inexperience. These will be corrected as soon as possible. But so long as the company is acting in good faith, is investing large amounts of money in the belief that the system is practicable, is abundantly able and perfectly willing to pay for the little damage done, it should not be inconsiderately interfered with. It is an indisputable fact that this same system is now in practical use upon the canals of Germany and France, and that no difficulty is experienced in navigating serpentine streams with it. If it can be made a success on a European canal, why not on a New York canal.—[Buffalo Commercial Advertizer.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending September 4, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1880.	1879.
Reading Railroad ...	208,000	4,916,275	5,869,454
Schuylkill Canal	13,360	280,819	629,798
Lehigh Valley.....	158,416	3,233,830	3,125,059
Del., Lack. & Western.	97,054	2,174,594	2,474,759
Shamokin Valley	21,349	545,673	612,986
Central New Jersey..	109,757	2,193,157	2,534,492
United R. R. of New Jersey	34,414	714,461	582,069
Pennsylvania Coal ..	32,584	670,358	945,126
Delaware and Hudson	77,118	1,889,437	2,229,030
Huntingdon & Broad Top Mt.....	6,384	298,285	221,527
Penn. and New York.	26,166	809,583	890,912
Clearfield, Pa..... ..	48,773	1,060,013	1,031,600

The report of the Lehigh and Susquehanna Division of the Central Railroad of New Jersey is for nine days ending August 31, and the total for the year is down to that date.

The total tonnage of anthracite coal from all the regions for the week ending Sept. 4, as reported by the several carrying companies, amounted to 651,490 tons, against 493,459 tons in the corresponding week last year, an increase of 158,031 tons. The total amount of anthracite mined for the year is 14,372,765 tons, against 17,054,116 tons for the same period last year, a decrease of 2,681,351 tons. The quantity of bituminous coal sent to market for the week amounted to 310,322 tons, against 78,281 tons in corresponding week last year, an increase of 32,041 tons. The total amount of bituminous mined for the year is 2,857,932 tons against 2,377,604 tons for the corresponding period last year, an increase of 480,328 tons. The total tonnage all kinds of coal for the week is 761,812 tons, against 571,740 tons in corresponding week last year, an increase of 190,072 tons, and the total tonnage for the coal year is 17,230,697 tons against 19,431,720 tons to same date last year, a decrease of 2,201,023 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the last two days of August was 57,047 tons, of which 46,469 tons were coal and 10,578 tons coke. The total tonnage for the year thus far has been 4,604,481 tons of which 3,464,030 tons were coal and 1,140,451 tons coke. These figures embrace all the coal and coke carried over the road east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Sept. 4 were 52,225 tons, and for the year to that date 1,406,521 tons—300,726 tons over the corresponding period of 1879. The shipments to the Baltimore and Ohio Railroad for the week were 23,397 tons, and for the year 876,229 tons, an increase of 238,808 tons over 1879. The shipments to the Chesapeake and Ohio Canal for the week aggregate 25,340 tons, and for the year 379,049 tons, an increase of 25,753 tons as compared with last year. Shipments to the Pennsylvania Railroad for the week were 3,487 tons, and for the year 151,243 tons, an increase of 36,665 tons as compared with 1879. —Phil. Ledger, Sept. 13.

Chesapeake Ohio Railway.

The earnings of the Chesapeake and Ohio Railway for the month of August 1880, were.....	$259,109 96
For the month of August 1879.....	215,694 95
Increase in 1880.....	$43,415 01
For the first eight months in 1880..	$1,748,168 94
For the first eight months in 1879..	1,301,887 78
Increase in 1880.....	$546,281 16

The earnings for 1880 are derived from the same sources of revenue with those of 1879, without

any increase of mileage, or development of additional territory, and therefore represent the steady growth of the business of the road independently of the results to be derived from the connections and extensions now in process of construction.

Legal Notes.

"*Ignorance of the Law Excuses No One.*"

RAILROADS.—PRINCIPAL AND AGENT.

Where the conductor on a car acts in the course of his employment as such, and with a view to defendant's interest, and on appearances which he has to exercise his judgment, the railroad is responsible for the manner in which he acted and the consequences of his act, though he may have acted in excess of his authority. [Schultz vs. The Third Avenue R. R. Co. N. Y. Superior Ct. Gen. Term.]

STATUTE OF LIMITATIONS.—NOTE PAYABLE THREE MONTHS AFTER DEMAND.

Payment of a promissory note "payable three months after demand" was sought to be enforced by its holder. The note was indorsed with payment of two installments of interest, but no interest has since been paid during a period of upward of twenty years. Held, that payment of interest was not evidence that a demand for payment of the principal had been made so as to make time run against the holder of the note under the Statute of Limitations, and that the fact that more than twenty years had elapsed without payment was not a fact from which the court could presume satisfaction of the note in the absence of any demand having been made. Chan. Div., March 23, 1880. Brown v. Rutherford. Opinion by Hall, V. C., 42 L. T. Rep. (N. S.) 659.

COMMON CARRIERS.

In the Southern Express Co. v. Van Meter, recently decided by the Supreme Court of Florida, the question was as to misdelivery by an express agent under mistake. A, a stranger in town stopping at a hotel, forged a telegram in the name of B, requesting a bank in another town to remit $500 to B by express, which the bank did on receiving B's agent's obligation to repay it; and it was subsequently repaid. A called at the express office in company with the landlord of his hotel, who treated him there as B, though without any request from the express agent for information or identification. The express agent, knowing that A was a stranger, delivered to him the package. The court held that the express company was liable. The decision seems to have been placed on the principle that an express company is a kind of carrier that is held to make actual delivery (unless it is another than the last in a series of connecting lines), and if it fails to make personal delivery to the one to whom the package is addressd, it must make good the loss.

RAILROAD TAXATION.

The Atlantic and St. Lawrence Railroad Co. is lessor, and the Grand Trunk Railway Company lessee, of a railroad running from Portland to Canada, through Maine, New Hampshire and Vermont. The lease was made in 1853 for 999 years. The personal property used in operating the road belongs to the lessee, and the questions raised relate to the taxation of "the road"—all the real estate of the lessor, including land, buildings and fixtures, used for the ordinary and usual purposes in operating the road, being called "the road." The statute declares that "every railroad corporation * * * * shall pay to the State an annual tax upon the actual value of the road, rolling stock and equipments." Judge Doe says that "the only question is: What was the market value of the road April 1, 1879? A sale or lease of it, made at any time, is admissable evidence on the question of its value at that time, and its value at any time is admissable evidence on the question of its value in 1879. * * * * The lease has no tendency to show anything but the value of the whole road, in three States, in 1853. And it may be possible to ascertain the value of the New Hampshire part in 1879, without finding the value of the whole at that time. When the value of the whole is ascertained there may be difficulty in finding the value of the New Hampshire part. But that difficulty, like all others in the case, is one of fact and not of law. Upon all evidence which the referees regard as of any weight, they will find what was the fair market value of the New Hampshire part of the road on the first day of April, 1879." Atlantic and St. Lawrence R. R. vs. the State. N. H. Supreme Court. C. J. Doe. Sept. 2, 1880.

TRADE MARKS.

Application to register as a trade-mark for ticking the word "Lancaster," accompanied by a symbolical representation of a rose, held, that to admit the word "Lancaster" to be an essential feature of the mark, would convey a false impression to the public—viz., that the goods were manufactured in Lancaster, when, in fact, they were made in Philadelphia, and that any one making like goods in Lancaster might obtain an injunction against the use of such word by parties manufacturing elsewhere. Newman vs. Alvord; Armistead vs. Blackwell; Blackwell vs. Dibbrell & Co., 14 O. G., 633.

Also held—

1. That as a rule geographical names cannot be allowed registration as trade marks.

2. That before any geographical name can be said to be registrable it must clearly appear that the place of that name is such a one that the word will be understood by the general purchasing public as primarily fanciful, and that manufacturers of like goods at such place cannot so mark their wares and claim the protection of our laws.

3. That the essential features of a trade-mark are those only which serve in whole or in part to distinguish the goods of the party by whom such mark is adopted, and it is not proper that anything should be described as essential which the courts would hold otherwise; and,

4. That words calculated to deceive the public as to the place of manufacture should not be allowed registration.

The decision of the examiner of trade marks is accordingly affirmed. Ex Parte Farnum & Co. U. S. Patent Office, Aug. 9, 1880.

Note and Comment.

—Sunday traffic over the Massachusetts State road kicks up quite a rumpus.

—An easy way to make change for a dollar is to cut a $1 greenback into ten pieces. Each piece will then be good for ten cents at the federal Treasury.

—The Connecticut papers describe the speed of trains on the Shepaug road by the story that Jerome Grannis, a New Preston stage driver, being too late for a train last week, licked up and caught it some miles below and put his passengers on board.

—After a few more such accidents, as that reported at the Beea Moor Tunnel in England, where the passengers all safely locked in, like cattle in a pen, waited for an approaching train to slaughter them, our English cousins may conclude to unlock the doors.

—If a railway passenger is injured by an accident arising from a collision or a defect in the machinery or roadway he is simply required to prove the fact of the accident and the extent of the injury. The burden of proof is then upon the railroad to disprove negligence.

—The editor of the Cape Cod Item, who eloquently invelghs against all sorts of deadheading, tells of a religious conference where resolutions were passed pitching into the Old Colony railroad for running Sunday trains, and where immediately following resolutions were passed thanking the same road for favors received in free passes.

—The Bank of England is meeting the drain of gold with ease though the bank of France and the Emperial Bank of Germany find great difficulty in maintaining even the pretense of gold payments. The Boston *Herald* considers this a very strong argument against bi-metalism as the Bank of England is fettered by the single standard of gold in the strictest construction, while the national banks of France and Germany do business under a modified form of the double standard.

—Russia is feeling very seriously the effect of American competition in the exportation of grain. The points which give the American system a great advantage are our vast network of railways, which reach almost the very doors of our farmers, and the facilities which elevators offer in reducing the rate of transport in the shipment of grain. It does not seem likely that the export of cereals from the United States will for a long time receive any serions check from that quarter.

OFFICE OF THE HOMESTAKE MINING COMPANY,
18 WALL-ST., NEW YORK, Sept. 14, 1880.

DIVIDEND NO. 21.

THE REGULAR MONTHLY DIVIDEND OF Thirty Cents per share has been declared for August, payable at the office of the Transfer Agents, Wells, Fargo & Co., No. 65 Broadway, on the 25th inst. Also, an

EXTRA DIVIDEND, (No. 22.)

of same amount has been declared, payable at the same time and place. Transfers close on the 20th inst. H. B. PARSONS, Assistant Secretary.

COMMONWEALTH OF MASSACHUSETTS.

Troy and Greenfield Railroad and Hoosac Tunnel.

OFFICE OF MANAGER,
NORTH ADAMS, August 30, 1880.

Bids will be received by the subscriber until Sept. 15, 1880, for the following wrought iron bridge work on the Troy and Greenfield Railroad.

Two 3 feet Plate Girder Bridges, 36 feet long.

One Through Bridge to have such additions as will fit it for double track. Plans of present structure will be furnished on application.

All Bridge seats are 2 feet wide.

The bridges are required to be of the best American iron and workmanship, and proportioned for a general live load of 3000 pounds per foot of track, and a special panel load of 4400 pounds per foot of track, which loads, together with the dead weight, shall not strain the iron over 9000 pounds per square inch in tension, or in compression not over one-fifth its ultimate strength.

Strains on pins or rivets not to exceed 7500 pounds per square inch of area of pin or rivet. On rivet or pin bearings not to exceed 1000 pounds per square inch of bearing surface measured by taking product of diameter of rivet and thickness of plate.

All pin connections or abutting joints to be plained off or turned.

The bridges to have one coat of acceptable paint before leaving the shop.

Plans must accompany the proposals.

Bids will also be received for the following I Beams to be delivered at North Adams station.

12 ten inch beams 13 feet long.
8 twelve inch beams 18 feet long.
8 nine inch beams 11 feet long.
18 four inch beams 6 feet long.

The right is reserved to reject any or all bids.

G. CLINTON GARDNER,
MANAGER.

☞ The Denver and Rio Grande Railway Company has let the contract for grading the extension from Kokomo to Breckenridge. The track will probably be completed to Kokomo by November 1, and to Breckenridge by January 1.

☞ The Chicago and Indiana Southern and the Indiana and Chicago Railway Companies have consolidated under the name of the Chicago and Indiana Southern Railway Co.

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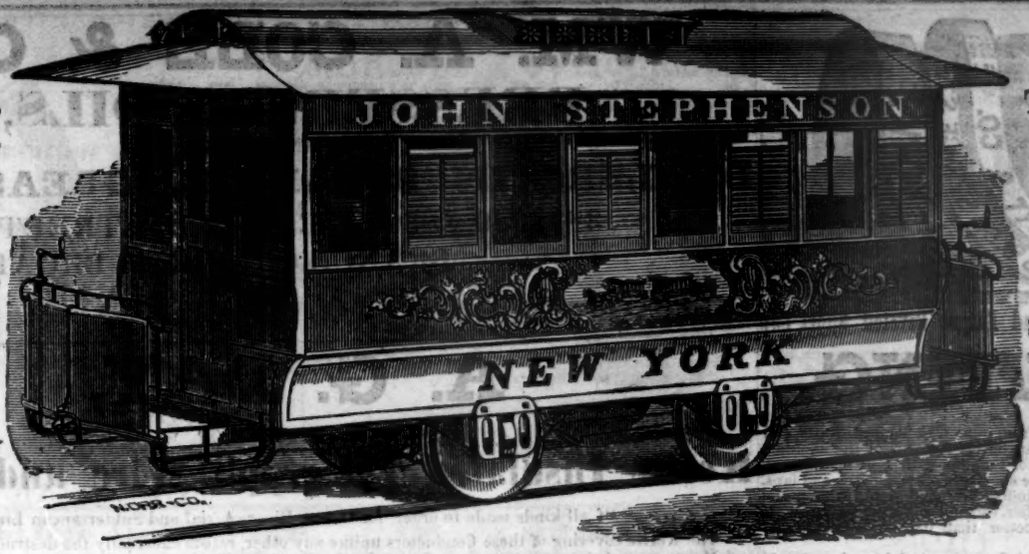

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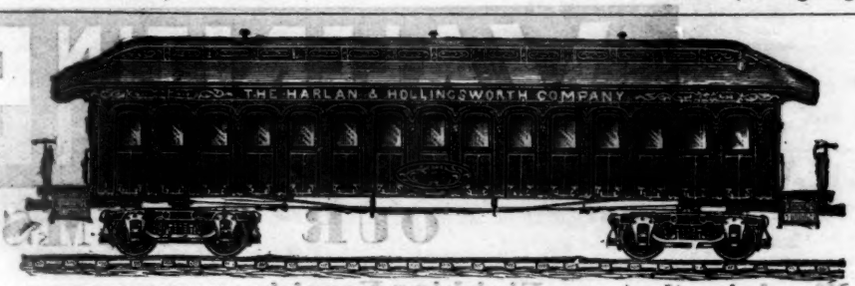

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